

THE ILLUSTRATED LONDON NEWS



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A FEW EXAMPLES OF THE
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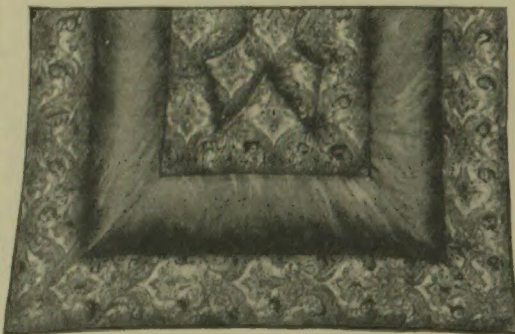
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BRAND LEATHERCLOTH

BUY BRITISH GOODS — SELL BRITISH GOODS

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A NATURAL WINTER MOLESKIN FUR COAT worked from selected skins, with collar and flounce of flying squirrel to tone; lined flowered crêpe-de-Chine.

PRICE 45 GNS.

In beaver dyed coney and flying squirrel to tone, from 29 gns.
In seal dyed musquash and skunk, from 98 gns.
In Persian lamb and Platinum (white dyed) fox, from 125 gns.

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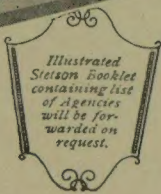
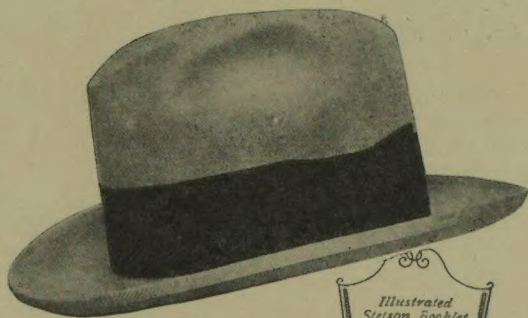
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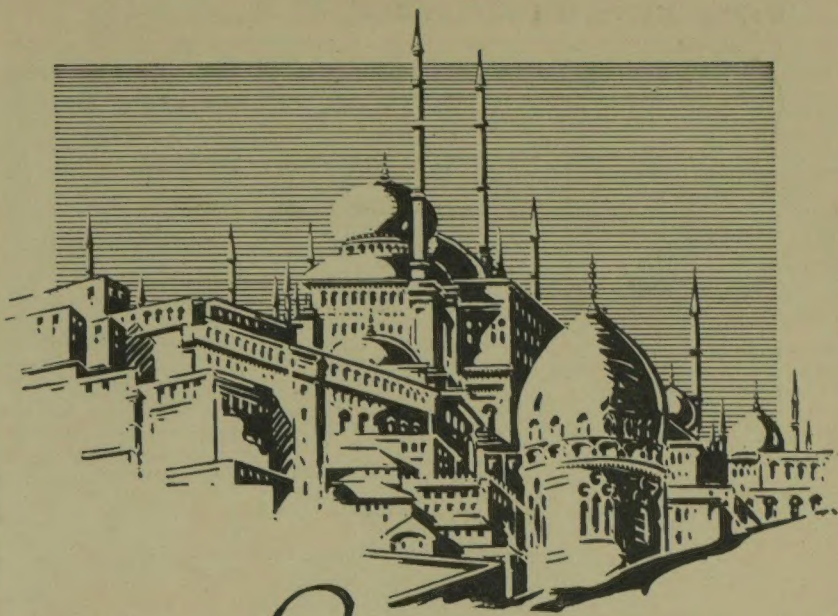
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says the
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PIONEER IN THE MAKING OF
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EGYPT

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FOR THE HAIR

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NO GREASE. NO DYE.
GUARANTEED HARMLESS.

From Chemists, &c., 1/6, 3/-, 5/6.

FALLING HAIR
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DANDRUFF
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HAIR
STRENGTHENED

GREYNESS
RETARDED

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Send P.O. value 3/3 and we will forward, under plain cover, by return, our largest sized bottle of "KOKO." This is ample for a thorough trial. One bottle only to each applicant at this price. Address to Dept. K 23.

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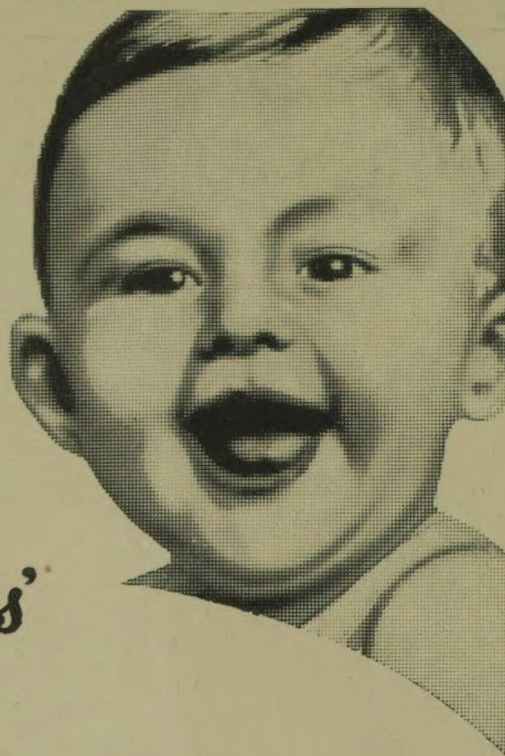
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Because of its absolute purity, delicate yet effective medication and refreshing fragrance. Assisted by Cuticura Ointment it overcomes a tendency to disfiguring eruptions in youth and promotes permanent skin and hair health.

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Baby loses no opportunity of expressing the satisfaction and pleasure he derives from his 'Allenburys.'

He shows it clearly written in his round, rosy face and happy smile. He gives evidence of it in his sturdy limbs and cheerful disposition.

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chocolate covered
Fruit Lozenge

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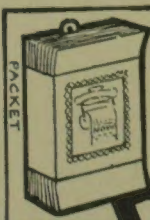
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brings back only the
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TO-DAY AND DAILY



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and be certain of being
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(Chairman of Illustrated Newspapers, Limited),

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The 88th Annual Festival, at which Mr. Harrison will preside, will be held on Tuesday, the 18th October, 1927, at the Hotel Cecil.

Contributions may be sent to Mr. William Harrison, at 6, Great New Street, London, E.C. 4, or to the Secretary of the Newsvendors' Benevolent & Provident Institution, at Memorial Hall Building, Farringdon Street, London, E.C. 4.

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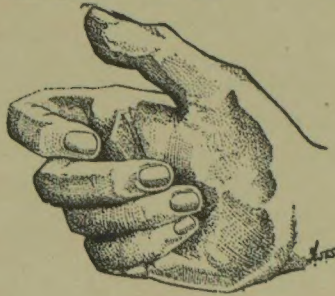
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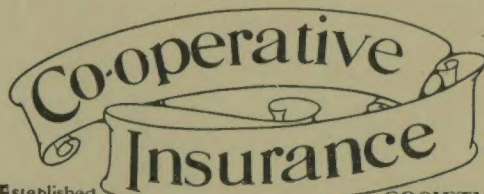
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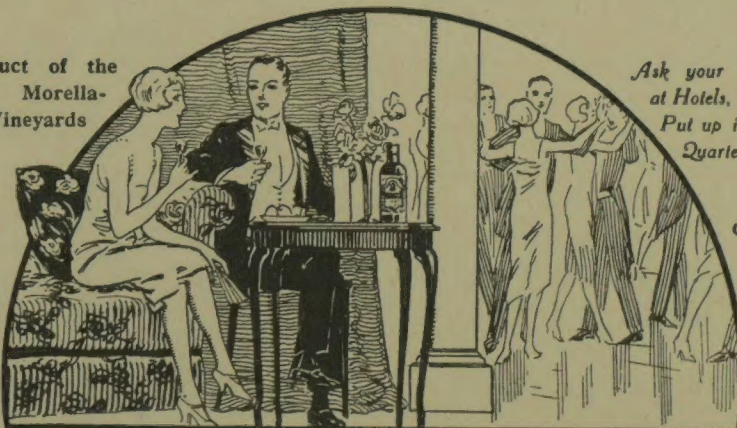
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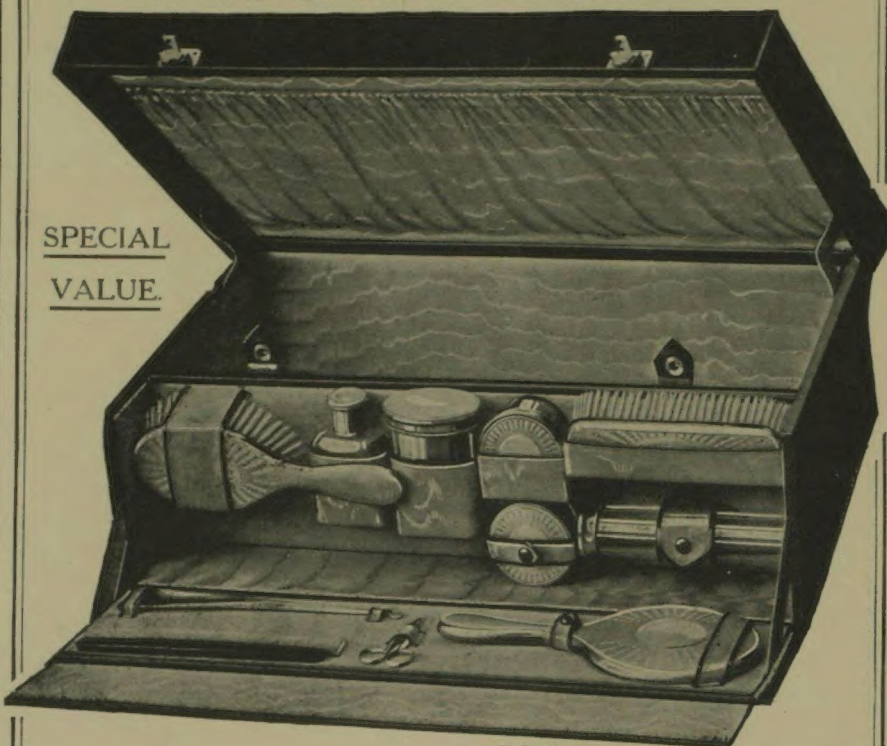
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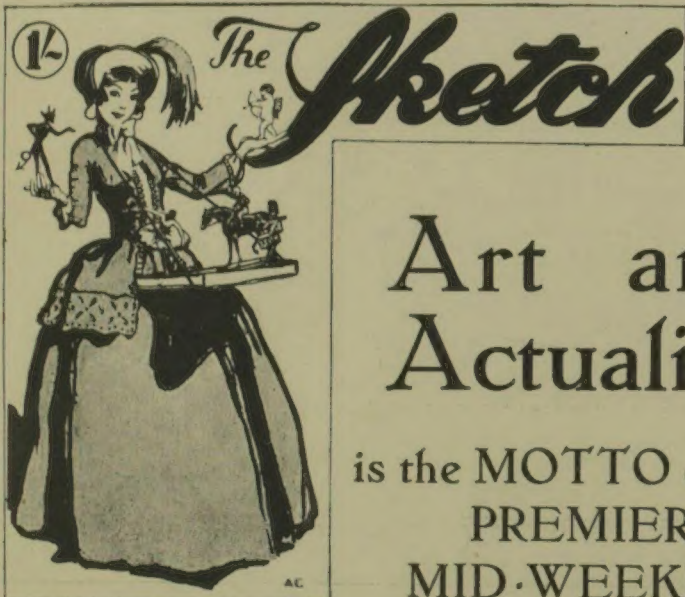
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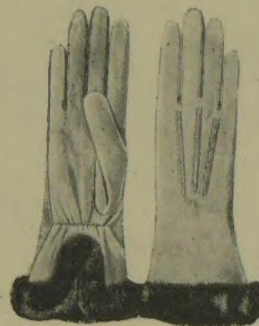
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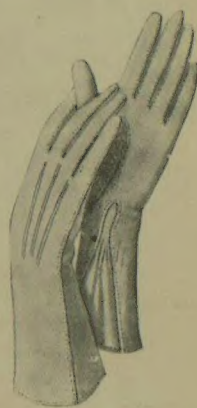
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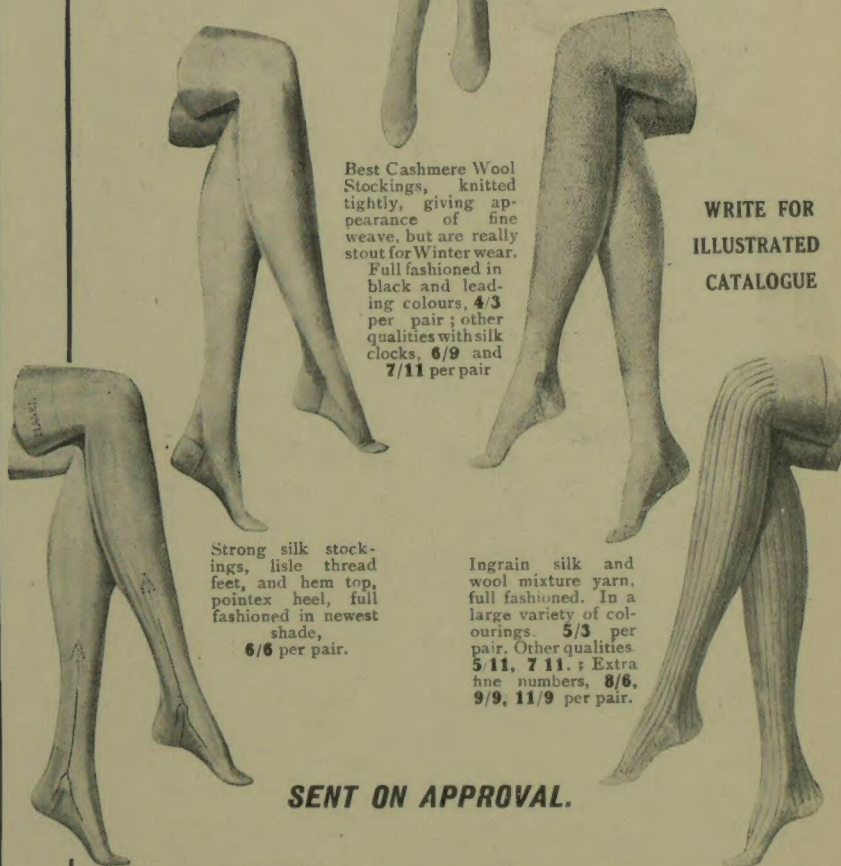
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THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, OCTOBER 8, 1927.

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THE STAR SHELL IN NAVAL MANŒUVRES: A METHOD USED RECENTLY BY THE ATLANTIC FLEET DURING BATTLE PRACTICE IN SCOTTISH WATERS.

Our drawing illustrates a picturesque feature in naval operations; a star shell lighting up the sky over a battle-ship during an "attack" by small craft. The same illuminant has been used recently, during the autumn manœuvres of the Atlantic Fleet, but for a different purpose—that is, firing practice at night. "At a given signal," writes a "Times" correspondent describing the scene,

"a salvo of star shells is fired, which hang burning in the sky, making a lovely golden pathway between ship and target. The gold turns to a filmy blue as the searchlight focusses. Both ends of the ship erupt flame and noise. All round the target little gouts of water spring up. The star shells sink into the sea"—[FROM THE DRAWING BY NORMAN WILKINSON, R.O.I., R.I. COPYRIGHTED.]



By G. K. CHESTERTON.

I HAVE had occasion recently, for various dark and nefarious purposes of my own, to read a good deal of what has lately been written about Robert Louis Stevenson. I had no need to read what was written by Robert Louis Stevenson, for I have read it all long ago and many times over; and I have remembered it, which does not seem to be the case with some who depreciate it. For I have found the critics not so much criticising Stevenson as criticising somebody else and putting it down to the discredit of Stevenson. The strangest things are said on the subject. One distinguished critic said that Stevenson was only an inferior imitator of Poe; which is like saying that Dickens is only one mass of plagiarism from Byron, or that "The Wallet of Kai-Lung" is a sort of reprint of Burton's "Anatomy of Melancholy." I simply do not know what the statement means. Another critic told rather tedious anecdotes about Stevenson showing off in childhood or playing practical jokes in boyhood—the sort of anecdotes that could be told about anybody; and deduced from them a diabolic picture of an egoist who was interested in himself, but never interested in other people. If Stevenson was not interested in other people, he contrived to persuade a large number of them that he was. But, with all this, there is an astonishing ignorance about what Stevenson really said and had to say. I have seen it stated that his morality was a mere melodramatic cynicism; that he was always on the side of the villains and not the heroes, and would have been quite pleased if Long John Silver and the pirates had really cut down Jim Hawkins like so much pork. This is obviously shallow; whatever else the romancer was, he was romantic, and was far too good an artist to wish, in any case, to turn a romance abruptly into a tragedy. He was far too eager for happiness not to understand the appropriateness of a happy ending.

Stevenson was a man who came out of a world of Puritanism into a world of Pessimism. Or rather, the point of his story was that he escaped from the first, but did not enter the second. That escape was first and last an escape in pursuit of happiness, which seemed to him to be forbidden both by the religion of his ancestors and the irreligion of his contemporaries. He had to patch up a sort of makeshift philosophy of his own, which may not have been (and, indeed, was not) very complete or logical, but which had very vital truths in it; of a type neglected in his time. But both the truths and the errors were concerned with this problem of happiness; and not only with a thirst for happiness, but with a faith in the possibility of happiness. For this reason they were not really understood then by those who sought their religion in Calvin or those who sought their philosophy in Schopenhauer. For this reason they are not likely to be understood now by people who compare him to Poe or think he only loved his hateful characters. And yet it is in connection with this last point, and its relation to the problem of happiness, that he really might be criticised—by more penetrating critics.

The admirable essay called "The Lantern-Bearers" is an attack on realism, which might be stated thus. A realist was one who described a slum, let us say, as one monochrome grey or drab mass of factories and public-houses. And the realism was unreal, if only in the light of this single fact—that the public-houses appeared to be as grimy and greasy as the factories. Whereas, of course, to the people using them there was exactly the same difference that a clerk feels between a late night's work at the office and a pleasant theatre-supper in a restaurant. It is

silly to set out to describe the chiaroscuro of a slum, and then to call yourself an artist because you are blind to the difference between light and shade. Somewhat in the same spirit, Stevenson set himself to pointing out that the amount of pleasure that most people got out of life could not be measured, at any rate, in terms of this treatment of externals, because the externals were unattractive, even in the case of things with a notorious power of attraction. If we want to know why Stevenson liked Skelt's Juvenile Drama we cannot discover it by sending a sheet of Penny Plain and Twopence Coloured to be entered for an examination at the Academy School; if we

the science of psychology even illusions are facts, just as even dreams are data. And it is true in this sense that every man knows what he wants, and in that degree knows it to be worth wanting. No man was ever in love with a slut, but only with somebody whom others perceived to be a slut. And it is not even true to say that a man gets drunk in sordid surroundings, since it is the very definition of his drunkenness that they cease to be sordid. I am not here considering the proper limits of this argument, as in the case of the drunkard or the miser. I merely remark that when the realists held up to Stevenson Degas's picture of the pair of grey-faced dipsomaniacs sitting over their dull green drink and said, "This is the picture of Absinthe," it was his immediate impulse to answer, "That is not even the picture of Absinthe, for men only drink absinthe that things may not look like that."

Fortunately, however, he did not recommend taking refuge in absinthe; he recommended taking refuge in Skeltery. He denied that the heroine of the Penny Plain and Twopence Coloured could never be coloured merely because superficial observers thought her rather plain. He did, in his most characteristic works, set out forthwith to fill up the too plain outlines of the old juvenile melodrama with the colours of carefully selected and discriminating art; he sought to bring out what had really been so intensely delightful in those obscure delights, and to interpret them anew to grown-up people, without losing the memory that had made them peculiarly precious to children. It is this psychological experiment, the attempt to find out whether the fantastic pleasure of infancy could be continued through the maturer development of manhood, that is the special interest of Stevenson. Anybody who does not understand that this was the nature of his experiment knows nothing about the matter or the man, and is really criticising somebody else.

Nevertheless, it is odd that those who seem to have something very like a spite against Stevenson should not have noted the real dangers or difficulties raised by his psychological argument, which is sound enough as far as it goes, but might be made to go a great deal too far. Though thoroughly healthy in motive, it is much too subjective to be quite healthy in method. It might, indeed, be used to justify the miser or even the murderer; and, in real life, Stevenson might well have had more sympathy with the murderer than the miser. Exactly what it lacked was something which Stevenson subconsciously sought but never found; a religion in the sense of a rule; a real trust in some external standard as a reality. Without that, a sympathy with the child's joy in beholding the dragon may eventually turn into a sympathy with the dragon's joy in eating the child. What is needed is the recognition that there are joys that lead to the highest joy and joys that lead to the lowest despair. For want of a recognition of this, the Stevensonian philosophy might have been counted wanting—though, in

fact, Stevenson understood it better than superficial readers might suppose. Yet these critics are such very superficial readers that they have not noted even this superficial example. They have merely called him selfish and not seen that he was subjective, even when he was unselfishly subjective, even when he was subjective for others. But the critics do not blame him for his real defect—that he had not the clear and ultimate idea of truth. The explanation is probably simple—that they have not got it themselves.



A WORLD-FAMOUS SINGER TO INAUGURATE OPERA AT THE ALBERT HALL: M. CHALIAPINE AS SALIERI IN RIMSKY-KORSAKOFF'S "MOZART AND SALIERI," NEVER BEFORE PERFORMED IN ENGLAND.

(By kind permission of the Gramophone Company, Ltd.)

The first entertainment at the Albert Hall under its new powers, directed by Charles B. Cochran, will be given in two performances only, on October 11 and 13. Orchestral and choral works by Mozart will be followed by the first English production of Rimsky-Korsakoff's two-act opera, "Mozart and Salieri," with M. Feodore Chaliapine, the great Russian basso, as Salieri. The plot is drawn from Poushkin's poem embodying a legend, since disproved, that Salieri, a famous musician who taught Beethoven, poisoned Mozart through envy. It affords ample scope for M. Chaliapine's dramatic gifts. He will also appear as Varlaam in the Inn scene from Act. I. of Moussorgsky's historical music drama, "Boris Godounoff." For these two appearances he is to receive £2500, the largest fee ever paid to an operatic artist in this country. It may be recalled that M. Chaliapine was born in 1873, of peasant stock, at the old city of Kazan on the Volga.

want to know why the slum-dweller likes the public-house, we cannot know by sending a refined West End critic on a weekly paper to look at it.

A principle of this sort is applied in "The Lantern-Bearers" to a variety of types of men, and even to the type of the miser. Men are represented as generally a race of unreasonably happy ostriches, each man with his head in a hobby, as in a hole in the ground. The view needs correction by complementary truths, but so far as it goes it is unquestionably true. In

SPEED TRIUMPHS: VICTORS IN THE SCHNEIDER TROPHY AND GRAND PRIX.



THE SECOND INTERNATIONAL
GRAND PRIX FOR
MOTOR-RACING ORGANISED
BY THE ROYAL
AUTOMOBILE CLUB:
THE TRACK AT BROOKLANDS
DURING THE GREAT
327-MILE EVENT—COMPETI-
TORS TAKING A BEND.

THE WINNER
OF THE
GRAND PRIX AT
BROOKLANDS
RECEIVING CON-
GRATULATIONS AND
A BOUQUET: M. ROBERT
BENOIST, IN HIS EIGHT-
CYLINDER DELAGE CAR,
JUST AFTER THE RACE.



THE HOMECOMING OF THE VICTORIOUS BRITISH
SCHNEIDER TROPHY TEAM: THE AIR-LINER ARRIVING
OVER CROYDON AERODROME ESCORTED BY GREBES.



A GREAT WELCOME FOR THE BRITISH SCHNEIDER TROPHY TEAM ON THEIR ARRIVAL AT CROYDON:
AN ENTHUSIASTIC CROWD ROUND THE IMPERIAL AIRWAYS "SILVER WING" LINER AS IT CAME
TO GROUND.



THE WINNER OF THE SCHNEIDER TROPHY AND THE OTHER BRITISH
COMPETITORS JUST AFTER THE RACE: FL.-LT. S. N. WEBSTER
(CENTRE), WITH FL.-LTS. S. M. KINKEAD (LEFT), AND O. E. WORSLEY.



THE WINNER OF THE SCHNEIDER TROPHY AS HE APPEARED ON HIS ARRIVAL AT
CROYDON: FL.-LT. S. N. WEBSTER (SECOND FROM LEFT), WITH FL.-LT. S. M. KINKEAD
(NEXT TO RIGHT).

The second of the annual motor-races for the International Grand Prix which has been organised by the R.A.C. took place at Brooklands on October 1, and was won by M. Robert Benoist in an eight-cylinder Delage car. He covered the distance of 327 miles in 3 hrs. 49 min. 14.35 secs., at an average speed of 85.59 m.p.h. Over one timed kilometre he attained a speed of 102 m.p.h. Two other Delage cars, driven respectively by M. Edmond Bourlier and M. Albert Divo, finished second and third, and the fourth place was taken by M. Chiron in an eight-cylinder Bugatti.—The British team for the Schneider Trophy race for seaplanes (won by Fl.-Lt. S. N. Webster in a Supermarine-Napier "S 5" at Venice, on September 26) arrived at Croydon Aerodrome on October 1, and received

a very enthusiastic welcome. The airmen arrived from Paris in an Imperial Airways "Silver Wing" liner, escorted as it neared the aerodrome by eight Grebe fighters in arrow formation. The team comprised Air Vice-Marshal F. R. Scarlett, Squadron-Leader C. H. Slatter, the three actual competitors (Flight-Lieutenants Webster, S. M. Kinkead, and O. E. Worsley), and Flying-Officer H. Schofield. Acknowledging the welcome, Air Vice-Marshal Scarlett said they had "trained as a team, worked as a team, went to Venice as a team, and brought back the cup as a team." He added that "the generosity, courtesy, and hospitality of their Italian opponents would always be remembered—they were true sportsmen in the very best sense of the word."

THE WORLD OF SCIENCE.

THE STEAMER-DUCK.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Infancy of Animals," "The Courtship of Animals," etc., etc.

THOUGH lacking the fine feathers of the birds-of-paradise and the humming-birds, the steamer-duck is to be reckoned one of the most interesting of the recent additions to our famous "Zoo," and

a supporting framework of great strength and wonderful lightness.

Even if I had said nothing about the feeble powers of flight of this bird, they would have become manifest at the very first glance at the accompanying photograph (Fig. 3). For while in other ducks the great "flight-feathers" of the wing, or "primaries," extend at least to the root of the tail, and commonly beyond it, here they barely attain to the tail-base, and project but little beyond the level of the secondaries, or "flight-feathers," of the fore-arm, the tips of which form the broad white bar or "speculum" so characteristic of ducks, and present striking differences of coloration, according to the species.

This photograph brings out another, and extremely interesting, peculiarity of this bird, which it shares in common with some other

while the remaining four species belong to the New World—three of them to the Andes.

What is the meaning of these spiny, woodpecker-like tails? Since many of these species haunt torrents, and hence are known as "torrent-ducks," it would seem that the harshness of these tail-feathers has come about in response to the conditions of existence as determined by torrents. They are used, probably, as aids in stemming the force of the current when diving. We may assume, therefore, that such as now frequent less turbulent water have but recently—relatively speaking—changed their haunts. Now that the stimulus is removed, their descendants a hundred generations hence may have lost this singular feature.

A study of the developing tails of nestling-birds of some of these stiff-tailed species, made some thirteen years ago by Mr. William Beebe, of the New York "Zoo," seems to bear out this suggestion. His studies were made on the young of the American wood-duck (*Alex sponsa*), and the torrent-duck (*Merganetta colombiana*). He found that the equivalents of the tail-feathers in these downy young were longer, and more spiny, than in ordinary ducks. Gradually they are thrust out, welded to the tips of the first "true tail-feathers," and were commonly retained there till their "vanes" or side-webs were lost by abrasion. In the young wood-duck, which has no occasion to wrestle with torrents, the shaft of the nestling-feather, seen at A in the adjoining photograph (Fig. 2), is less spiny and the vane is larger, than in the case of the young torrent-duck—B, C, D. But sooner or later these down-feathers break off, leaving the true tail-feathers with a very ragged appearance, D, which is not lost till after the next moult; where, as in E, the tips of the feathers are neatly finished off; but the shafts of the feathers, it will be noticed, are very thick.

The spiny feathers of the nestling torrent-duck, it would seem, then, are needed to enable it to cope with the swift currents it has to encounter. What we want to know now is something of the qualities of the tails of the nestling of the steamer-duck and of the other species referred to here. When swimming, the tails of most of the *Erismaturinae*, at any rate, are said to be held erect; but observations have yet to be made as to their use when diving, and when leaving the water; for, when effecting a landing, they would probably afford a valuable leverage when pressed against the surface of wet and slippery rocks, a duck's feet being ill-adapted for climbing. Those who are visiting the Zoological Gardens just now might profitably employ an hour or so in watching the steamer-duck, and the use it makes of its tail when afloat.



FIG. 1. SHOWING THE GROWTH OF THE SPINY TAIL DEVELOPED BY LIFE IN STRONG CURRENTS: A FAMILY OF WHITE-HEADED STIFF-TAILED DUCKS (*ERISMATURA LEUCOCEPHALA*).

In the white-headed stiff-tailed duck (*Erismatura leucocephala*), the spiny tail in the adult is conspicuously long. In the nestling shown here the tail-feathers of the down-plumage are just beginning to emerge, appearing as short, quill-like spikes.

it has certainly been less often seen there. Indeed, I am not sure whether this does not mark its first appearance. For a duck it is certainly a hefty bird, since a full-grown specimen may attain to a weight of as much as twenty pounds. It is not, however, on this account that it claims attention, but rather because it furnishes us with an extremely interesting example of a bird in process of becoming flightless, a quite anomalous position for a bird to be in.

One of the first naturalists to tell us anything of this bird in its haunts, from personal observation, was Darwin, who encountered it during his cruise on the *Beagle*. He made most careful notes of what he saw. "In these islands" (the Falklands), he remarks, "a great logger-headed duck, or goose . . . which sometimes weighs twenty-two pounds, is very abundant. These birds were in former days called, from their extraordinary manner of paddling and splashing upon the water, 'race-horses,' but now they are named, much more appropriately, 'steamers.' Their wings are too small and weak to allow of flight, but by their aid, partly swimming and partly flapping the surface of the water, they move very quickly. The manner is something like that by which the common house-duck escapes when pursued by a dog; but I am nearly sure that the 'steamer' moves its wings alternately, instead of both together, as with other birds. These clumsy, logger-headed ducks make such a noise and splashing that the effect is exceedingly curious. . . . The 'steamer' is able to dive only to a very short distance. It feeds entirely on shell-fish from the kelp and tidal rocks; hence the beak and head, for the purpose of breaking them, are surprisingly heavy and strong; the head is so strong that I have scarcely been able to fracture it with my geological hammer. . . . When, in the evening, pluming themselves in a flock, they make the same odd mixture of sounds which bull-frogs do within the tropics."

Later observations have shown that young birds, until the time of their first autumn moult, and perhaps till the second, are well able to fly; and there is reason to believe that some fully adult birds preserve the power of flight, at any rate to a limited extent. This, indeed, is what we should expect where degeneration has not actually reduced both adults and young to an absolutely flightless state. The species has now reached a critical stage in its existence. Should the conditions of existence increase in severity, in so far as escape from enemies is concerned, only such as have retained some measure of flight will survive; and, if these conditions become yet more arduous, the doom of the rest is sealed, for the downward path in the degeneration of the wing has gone too far to permit of recovery. The bones of the wing, as, indeed, of all the skeleton, are, I find, exceptionally dense and heavy, having lost the delicate filagree-work of bone forming supporting struts to the hollow tubes so characteristic of the skeleton of other birds, giving them

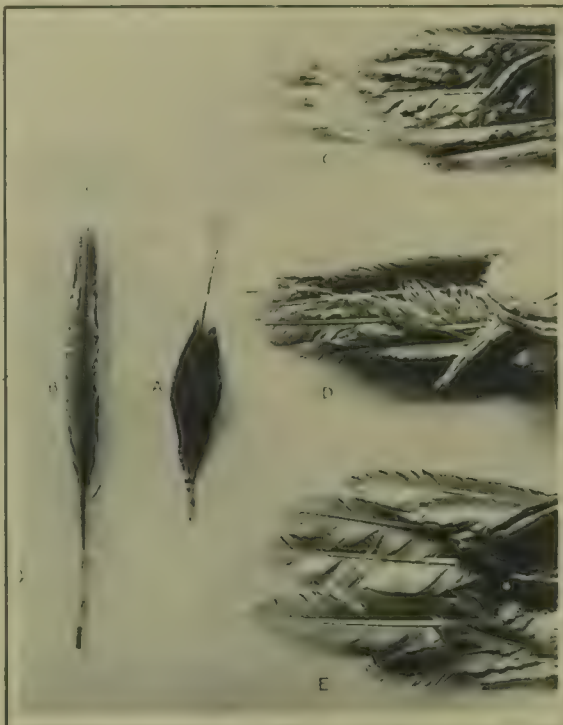


FIG. 2. THE FEATHER OF A YOUNG WOOD-DUCK—(A) THIN AND DOWNY; (B, C, D) A YOUNG TORRENT-DUCK'S FEATHERS, SHOWING THEIR STIFF, SPINY FORMATION.

The tail-feathers of the nestlings of the stiff-tailed ducks, and of the wood-duck, are longer and more spiny than in any other species among the ducks; and they persist, welded to the tips of the first true tail-feathers, longer than in other species, apparently enabling the nestling to hold its own in turbulent water.

Photograph after William Beebe.

species. For these tail-feathers, it will be noticed, are conspicuously long, and have a curious "up-sweep." Furthermore, and this cannot be expressed in the photograph, these feathers have extremely stiff shafts. This is a feature particularly conspicuous in two groups of ducks forming the sub-families *Merganettinae* and *Erismaturinae*. With the exception of one species, the "blue-duck" of New Zealand, those of the first-named group are South American. Of the other sub-family, one, the singular "musk-duck," is a native of Tasmania and Australia; one is European—the white-headed, stiff-tailed duck (Fig. 1), ranging from the Mediterranean to South Siberia; and one is a native of Africa;

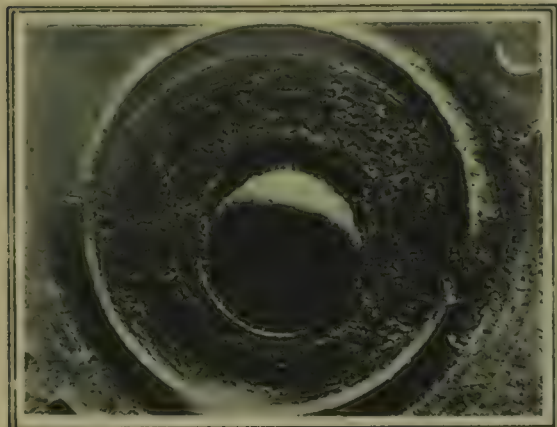


FIG. 3. A STRIKING EXAMPLE OF THE EFFECT OF THE CONDITIONS OF LIFE ON A SPECIES: THE ALMOST FLIGHTLESS STEAMER-DUCK (*TACHYERES CINEREUS*).

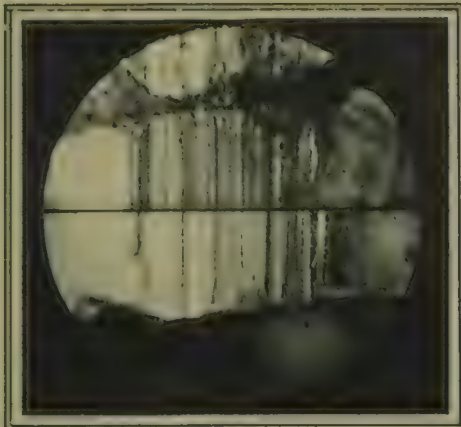
The steamer-duck, which rivals a goose in size, is of an almost uniform smoke-grey coloration, save the orange-yellow beak and feet, and is on the way to becoming flightless. The wings, it will be noticed, are unusually short, while the feet are disproportionately large. Another peculiarity is seen in the spiny, up-swept tail. It is a native of Chili, the Falklands, and the Straits of Magellan.

Photograph by D. Seth-Smith.

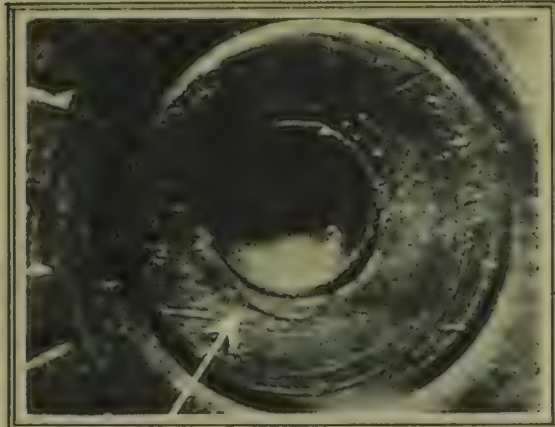
MICROSCOPIC REVOLVER TESTS AS USED IN THE ESSEX MURDER CASE.



A PHOTO-MICROGRAPH (ENLARGED) OF A REVOLVER PRIMER (FIRING-CAP): CONCENTRIC LINES OVER THE FIRING-PIN IMPRINT, REPEATED IN ALL CARTRIDGES FROM THE SAME WEAPON AND FROM NO OTHER.



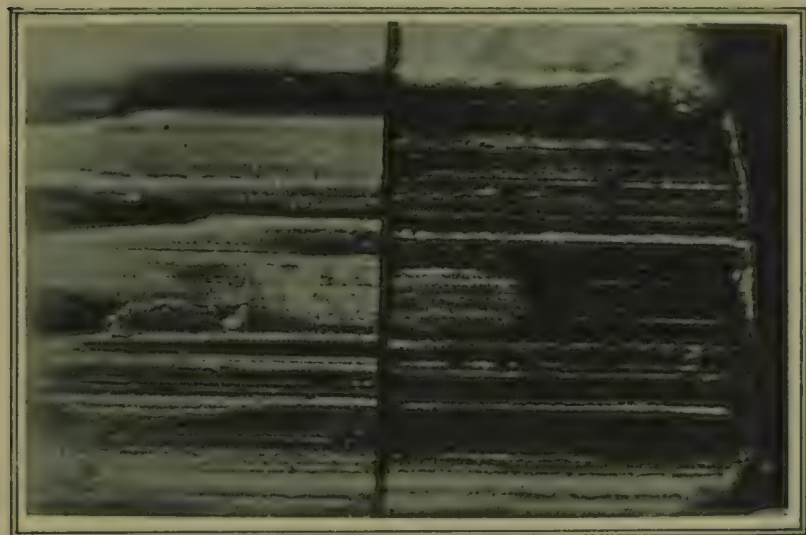
A "MURDER" BULLET AND A TEST BULLET IN ALIGNMENT: THE TWO BULLETS SHOWING, UNDER THE COMPARISON MICROSCOPE, THAT THEY WERE FIRED FROM THE SAME WEAPON.



WHERE THE STRAIGHT LINES CLOSE TO THE FIRING-PIN IMPRINT, AND THE CONCENTRIC LINES CROSSED, GIVE POSITIVE IDENTIFICATION: A FIRED REVOLVER PRIMER (FIRING-CAP)—AN ENLARGED PHOTO-MICROGRAPH.



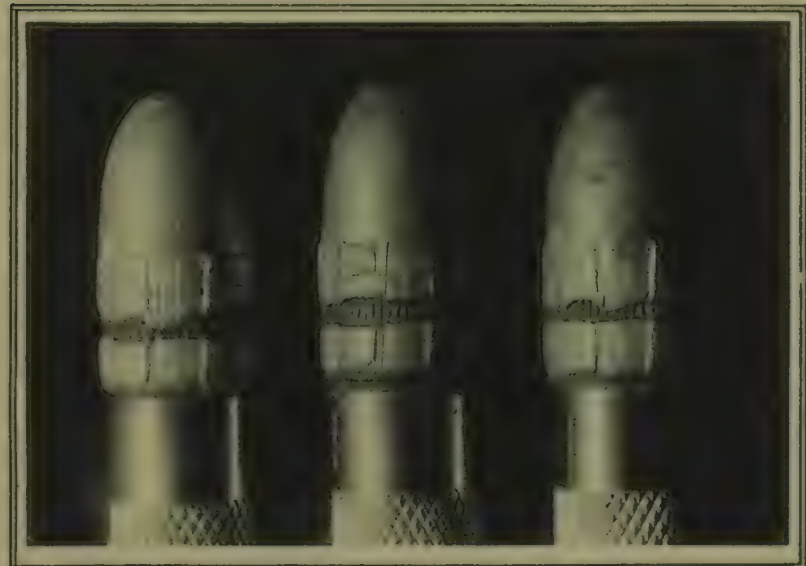
INSIDE A RIFLE-BARREL: A MICRO-PHOTOGRAPH SHOWING THE ROUGHNESS OF THE RIFLING, APPARENT EVEN WITH COMPARATIVELY LOW MAGNIFICATION.



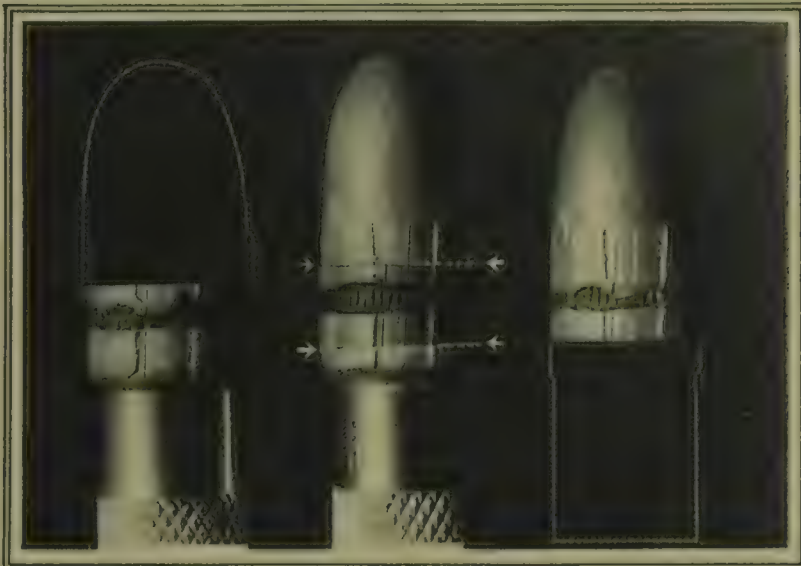
A TEST BY THE COMPARISON MICROSCOPE: A PHOTO-MICROGRAPH OF THE COINCIDING GROOVE IN TWO BULLETS, SHOWING THE GREAT SIMILARITY OF THE MARKINGS.



(LEFT) LOWER HALF, THAT OF A "MURDER" BULLET; UPPER, TEST BULLET; (RIGHT) LOWER HALF, TEST BULLET; UPPER, "MURDER" BULLET—MARKINGS SHOWING THAT BOTH BULLETS CAME FROM THE SAME WEAPON.



A "MURDER" BULLET (I.E., ONE ACTUALLY USED IN A MURDER) MOUNTED IN THE CENTRE, BETWEEN TWO TEST BULLETS, SHOWING SIMILAR MARKINGS: "SILENT WITNESSES" IN THE WAITE SYSTEM.



THE TOP OF THE LEFT PHOTOGRAPH OF A TEST BULLET AND BOTTOM OF THE RIGHT ONE CUT OFF, AND SUPERIMPOSED ON THE "MURDER" BULLET (CENTRE), SEEN SHOWING THE MARKS IN ALIGNMENT.

In connection with the murder of Police-Constable Gutteridge, it was stated that a special microscopic instrument used by the United States police was employed for the first time by Scotland Yard to ascertain whether the bullets which killed the policeman in Essex were fired from the revolver found at Hammersmith. This method was also used in the Sacco-Vanzetti case. Major Calvin H. Goddard, of the U.S. Bureau of Forensic Ballistics, fired test cartridges from a pistol that was in Sacco's possession on the day of the murder, and the marks on the bullets coincided with those on bullets found near the murdered man's body. Tests were also made with several other pistols, and Major Goddard was able, by the microscope, to identify each bullet with the pistol from which it had been fired. No two weapons, it is said, however alike, make precisely the same marks on the bullet and cartridge-case. The above photographs, reproduced from the "Scientific

American" (by courtesy of that paper) accompanied an illustrated article by Captain Edward C. Crossman describing in full detail the microscope in question and the methods of identification thus used. It is named the Waite system, after Judge C. E. Waite, of New York, Chief of the Bureau of Forensic Ballistics, who has made an exhaustive collection of pistols and revolvers and their cartridges, of every type. "The Waite system (we read) primarily consists of the comparison microscope and special holders for examining the fired and the test bullet, or the fired and test cartridge-case. By means of this comparison eye-piece, a groove on each bullet may be brought into exact alignment, each portion on its own side of the very narrow but distinct dividing line in the centre of the field. With the sides of the groove cut in alignment, the fine lines—possibly a dozen in a groove—will also align if the bullets are from the same gun."

THE POLICEMAN'S LOT: TRAINING IN STREET AND COURT WORK.

DRAWN BY OUR SPECIAL ARTIST, STEVEN SPURRIER, R.O.I. (COPYRIGHTED.)

THE TRAINING OF A POLICEMAN AT PEEL HOUSE: DRAMATIC LESSONS DEALING WITH VARIOUS EMERGENCIES—
ACCIDENTS, TRAFFIC, STREET CASES, AND COURT PROCEEDINGS.

The recent murder of a constable in Essex has recalled once more the risks to which the police are exposed, and has revived the feeling of public gratitude expressed after the General Strike last year. The work of the police has also been prominent of late in connection with street arrests, where occasionally mistakes may occur. Our artist's drawings of a policeman's training show: (1) A class dealing with street accidents. The scene arranged, and a sergeant instructing the recruits how to take down the case in their books. (2) A class for dealing with street traffic. The car is endeavouring to "cut in" on the wrong

side of a street refuge in a two-way street, and is being stopped and dealt with by the constable on duty—a recruit is dealing with this case. (3) An ambulance class practising bandaging of emergency cases. (4) A class on the subject of licensed public conveyances, their numbers, and the numbers of drivers and conductors. (5) Teaching ju-jitsu holds to enable P.C.s to tackle roughs. (6) A class dealing with the accusation of a thief in the street and his capture. (7) The subsequent proceedings at the police station enacted for the pupils. Further drawings of the police, on duty, appear on the opposite page.

THE POLICEMAN'S LOT: TRAINING PUT INTO PRACTICE ON DUTY.

DRAWN BY OUR SPECIAL ARTIST, STEVEN SPURRIER, R.O.I. (COPYRIGHTED.)



POLICE DUTIES UNFAMILIAR TO THE PUBLIC: TAKING PRISONERS TO COURT; GIVING EVIDENCE; CHASING CRIMINALS ON THE RIVER.

On the opposite page in this number our artist has illustrated the methods of training which a policeman undergoes to fit him for his responsible and often dangerous work. In the above drawings he is seen on duty, putting his training into practice, and the artist has chosen certain phases of police work that are seldom seen by the general public. The illustrations show: (1) Police court duty. On the morning after—taking the prisoner from the cells. (2) Waiting

their turn in the corridor outside the court. The police on one side and prisoners on the other. A policeman is seen on the left ushering a prisoner from the prisoners' waiting-room. (3) Work of the river section of the Metropolitan Police in the Port of London. Boarding a barge from a police boat in chase of criminals. (4) Police duty in the court. A policeman in the witness-box. (5) A prisoner pays his fine to the Station Sergeant and is released.

HOME NEWS OF THE WEEK: PICTORIAL RECORDS OF NOTABLE EVENTS.



THE SCENE OF THE MURDER OF AN ESSEX POLICEMAN: INVESTIGATIONS AT THE LONELY SPOT ON THE ROAD NEAR STAPLEFORD ABBOTS WHERE THE BODY OF P.C. GUTTERIDGE WAS FOUND.



THE FUNERAL OF THE MURDERED ESSEX POLICEMAN, ATTENDED BY THE CHIEF CONSTABLE OF THE COUNTY AND OVER 200 MEMBERS OF THE POLICE FORCE: THE PROCESSION TO WARLEY CEMETERY, BRENTWOOD.



THE DUCHESS OF YORK PLANTING A TREE IN THE GROUNDS OF ST. LEONARD'S SCHOOL, AT ST. ANDREWS: AN INCIDENT OF HER VISIT TO OPEN A MEMORIAL LIBRARY—SHOWING THE BISHOP OF ST. ANDREWS LOOKING ON.



THE SALONIKA COMRADES' REUNION ON THE HORSE GUARDS PARADE: THE SERVICE, ATTENDED BY SIR GEORGE MILNE, CHIEF OF THE IMPERIAL GENERAL STAFF.



THE DUCHESS OF YORK AT ST. ANDREWS: HER ROYAL HIGHNESS RECEIVING AN ADDRESS OF WELCOME FROM PROVOST LAMOND, AT ST. LEONARD'S SCHOOL FOR GIRLS.

Early on the morning of September 27 the body of Constable George William Gutteridge, of the Essex County Constabulary, stationed at the village of Stapleford Abbots, near Ongar, was found at a lonely spot on the road between the village and Passingford Bridge. Later, a car stolen from a doctor's garage at Billericay, and believed to have been used by his assailants, was found in Brixton. The funeral of Constable Gutteridge took place, at Warley Cemetery, Brentwood, on October 1.—The Duchess of York visited St. Andrews on October 1, and joined in the celebration of the jubilee of the famous St. Leonard's School for Girls, where she opened the new memorial library in Queen Mary's House, and planted a tree of double pink hawthorn in the school grounds.—The annual reunion of Salonika Comrades, held on the Horse Guards Parade on Sunday, October 2, was attended by over 1000 men and many nurses. General Sir George Milne, Chief of the Imperial General Staff, inspected the parade and attended the service, standing among a group behind the temporary pulpit. Afterwards the parade marched to the Cenotaph, where wreaths were laid.

"LIGHT CARS" OF THE AIR: OWNER-PILOTS; THE CAPE "RECORD" FLIGHT.



THE TYPE OF MACHINE IN WHICH FLIGHT-LIEUTENANT BENTLEY MADE A "RECORD" LONG-DISTANCE SINGLE-HANDED FLIGHT FOR A LIGHT AEROPLANE: A DE HAVILLAND MOTH CARRYING PILOT AND PASSENGER.



THE ADAPTABILITY OF THE OWNER-PILOT'S MACHINE FOR ROAD TRANSPORT FROM GARAGE TO AERODROME: A DE HAVILLAND MOTH, WITH WINGS FOLDED, ON A LORRY TOWED BY A CAR.

THE SOUTH AFRICAN AIRMAN WHO FLEW ALONE IN A MOTH FROM LONDON TO CAPE TOWN (OVER 7000 MILES): FLIGHT-LIEUTENANT R. BENTLEY IN HIS AEROPLANE.



A MODERN TYPE OF LIGHT AEROPLANE.

THE MODERN TYPE OF LIGHT AEROPLANE THAT HAS MADE PRIVATE FLYING POSSIBLE AND BROUGHT INTO EXISTENCE A NEW CLASS OF OWNER-PILOTS, EQUIVALENT TO THE OWNER-DRIVERS OF MOTOR-CARS: A DIAGRAMMATIC DRAWING OF AN INSTRUCTIONAL FLIGHT IN SUCH A MACHINE, SHOWING ITS DIMENSIONS, DETAILS OF MECHANISM, AND POSITIONS OF INSTRUCTOR AND PUPIL.



A WELL-KNOWN OWNER-PILOT WHO HAS MADE A 1500-MILE PLEASURE TOUR OF FRANCE AND BELGIUM WITH A PASSENGER: SIR JOHN RHODES, BT., IN HIS MACHINE, PREPARING HIS ENGINE FOR A FLIGHT.



A FAMOUS PEERESS WHO IS A DEVOTEE OF THE LIGHT AEROPLANE: THE DUCHESS OF BEDFORD IN A MOTH PILOTED BY CAPTAIN C. D. BARNARD, DURING A RECENT AIR TOUR.

The immense possibilities of the light aeroplane for private air travel, and other purposes, were recently demonstrated by the remarkable feat of Flight-Lieut. R. Bentley, of the South African Air Force. He started from Stag Lane Aerodrome on September 1, in a De Havilland Moth machine, and made a single-handed flight of over 7000 miles to Cape Town, where he was officially welcomed by the Mayor and other authorities on his arrival on September 28. His journey set up a "record" for a long-distance flight in a light aeroplane of this class. The Moth he used was a standard private owner's machine, with a Cirrus 27-90-h.p. engine, as compared with the 400-450-h.p. engines used for the Moth flights to

India. The fact that the flight was uneventful in itself says much for the reliability of the machine, as well as for the skill of the pilot. The diagram given above is taken from a double-page of drawings (published in our issue of April 9) showing how an owner-pilot is taught to fly. The Duchess of Bedford is an enthusiastic airwoman, and is also interested in bird life. Last May she went on an extensive tour in a Moth aeroplane in northern Spain. Recently she flew from Woburn Abbey to her Scottish home, Cairnmore House, Kirkcudbrightshire. Sir John Rhodes is a keen owner-pilot, and, it is said, is often accompanied on his flights by Lady Rhodes.

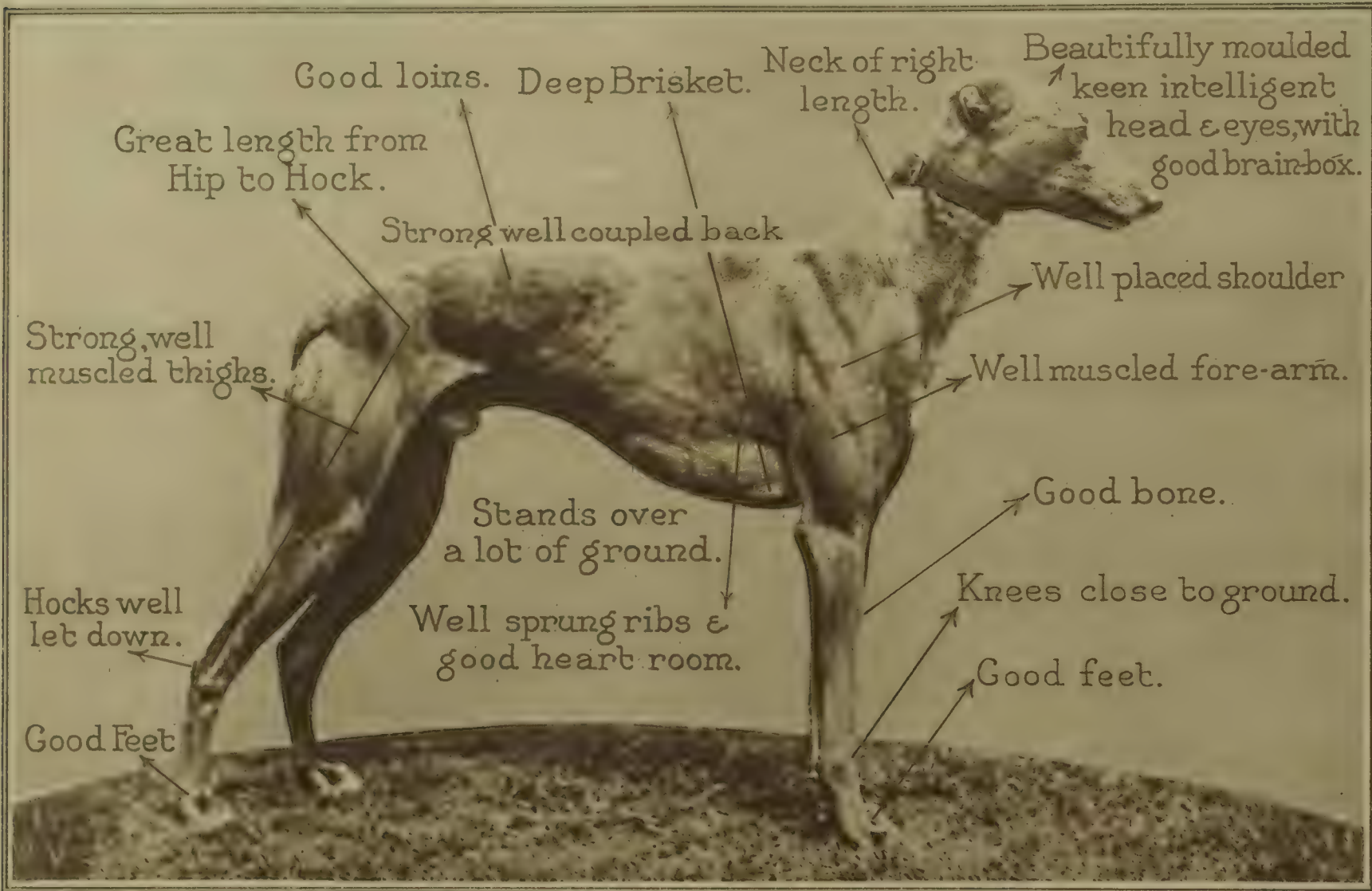
POINTS OF A PERFECT GREYHOUND; AND FOREIGN GREYHOUND-RACING.



GREYHOUND-RACING IN FRANCE: A GROUP OF DOGS, IN CHARGE OF WHITE-COATED KENNEL-MEN, BEING PARADED ALONG THE COURSE BEFORE A RACE, AT LYS-CHANTILLY.



A FRENCH GREYHOUND TAKING A HURDLE: AN INCIDENT AT LYS-CHANTILLY, WHERE A CYNODROME, WITH WEIGHING ENCLOSURE AND PADDOCK, HAS BEEN ESTABLISHED.



THE POINTS OF A RACING GREYHOUND: THE FAMOUS "ENTRY BADGE"—A BEAUTIFUL DOG IN EVERY RESPECT, WELL PROPORTIONED ALL ROUND AND POSSESSING GREAT DRIVING POWER IN EVERY LIMB, BESIDES FIRST-CLASS PARENTAGE.



THE GERMAN GREYHOUND "DERBY": A GROUP OF BORZOIS AND GREYHOUNDS, WINNERS IN VARIOUS RACES, WITH THEIR WOMEN OWNERS AT A MEETING AT TRAVEMUNDE.



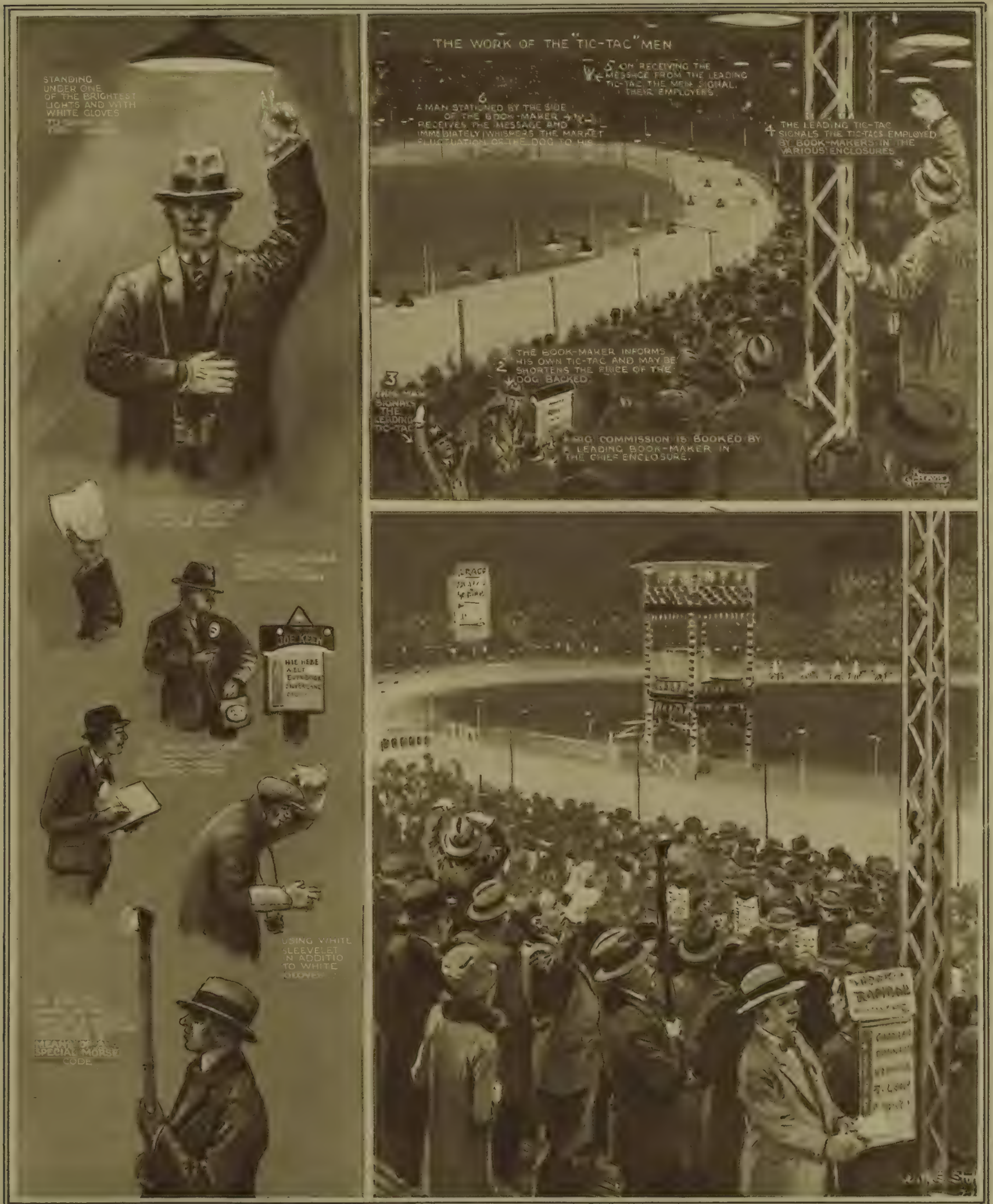
PREPARING A BORZOI FOR A RACE AT TRAVEMUNDE, ON THE BALTIC: MRS. ELSA FLIEGE'S "ANITA OF THE NORTH SEA," A FAMOUS GERMAN RACING DOG, FROM HAMBURG.

Greyhound-racing, which has become so popular in England, has now spread to France and Germany, where it is conducted by daylight, in contrast to the illuminated night events in this country. In France a Cynodrome, or dog race-course, has been established at Lys-Chantilly, with a paddock and weighing enclosure. In Germany borzois and whippets are used for racing, as well as the ordinary greyhound. The chief meeting, known as "the greyhound Derby," is held at Travemunde, a resort on the Baltic.—"Entry Badge," whose photograph is given to show the points of a perfect racing greyhound, is one of the fastest dogs of his day and also the sire of some very fast dogs in the coursing field.

His parents were "Jamie" and "Beaded Norah," the latter a sister and half-sister to some of the best dogs run since the war. In "Greyhound Racing and Breeding," by A. Croxton Smith (Gay and Hancock), we read: "'Entry Badge' came into prominence by winning the White City Opening Cup. He is raced by his breeder, Mr. Edwin Baxter. . . . 'Beaded Norah' is a daughter of 'Hopsack' and 'Beaded Lil.'" "Entry Badge's" grand-dam, "Beaded Lil," was the dam of "Beaded Dick" and "Beaded Jock," two of the fastest dogs of their day. In greyhound-racing, by the way, it is incorrect, as is frequently done, to speak of "hounds"—they should be referred to as "dogs."

"TIC-TAC" MEN OF GREYHOUND-RACING: AFTER-DARK SIGNALLING.

LOWER RIGHT-HAND DRAWING BY W. R. S. STOTT; THE REST BY G. H. DAVIS. (COPYRIGHTED.)

**THE "TIC-TAC" SIGNALS, FAMILIAR ON RACECOURSES IN DAYLIGHT, ADAPTED TO GREYHOUND-RACING BY NIGHT.**

The great popularity of greyhound-racing depends largely upon the fact that the public can have a "flutter"; therefore the bookmaking fraternity are an important part of the new sport. After dark, the commission agent and his attendant "tic-tac" men must employ new methods to attract attention. Similarly, divers devices are used by the "tic-tac" men, those wonderful signalling experts, and, though white gloves may be said to be the most popular method used for attracting the attention of another man on the other side of the ground, white armlets, white coats, and even a signalling lamp on a pole are in use. In the latter case a variety of Morse signals are flashed and easily seen all over the ground. The "tic-tac" man is employed for signalling fluctuations in odds laid on dogs, for conversation, and for "edging-off," and the codes employed are, of course, jealously guarded secrets. In one illustration we see how a prominent bookmaker in the big ring takes a heavy stake or

commission. He wishes to shorten the odds as a result of this, and sends a signal to the chief "tic-tac" man stationed in a prominent position under a bright light high up on the stand. This man at once starts to wave his hand to attract the attention of the other "tic-tac" men in various parts of the ground. He next commences to signal the new price. They receive it, and at once signal down to the commission agents employing them. Another man near to any one of the bookmakers takes in the message, at once whispers it to his employer, and the next moment the former price is deleted and the new price chalked against the name of the dog. In the bottom right-hand drawing "tic-tac" men and commission agents are seen at work. These "tic-tacs" are men employed by individual bookmakers, and are signalling final fluctuations in prices, as the dogs begin the parade just before being placed in the starting-gate (left). In the centre is the control tower opposite the finishing line.

CONSERVING INDIA'S FISH FOOD SUPPLY: THE PUNJAB'S VAST RESOURCES.



A STREAM DIVERTED, BY A DAM OF BOULDERS, TO FLOW OVER A CHIPP (BAMBOO TRAP)—A NATIVE METHOD OF CATCHING FISH IN HUGE QUANTITIES.



A CHIPP FROM ABOVE: "A DIABOLICAL TRAP OF BAMBOO LATHS FASTENED TOGETHER, WHICH, CONSTRUCTED UNDER A FALL, CATCHES ALL DESCENDING FISH, NONE ESCAPING."

MR. C. H. Donald, Warden of Fisheries in the Punjab, writes with reference to these photographs: "There is no denying the vast fisheries resources of the Punjab. With its five big rivers (seven in reality, as the Indus and the Jumna also form the boundary of the Province), its innumerable streams and waterways, and its countless tanks and swamps, which all harbour fish, the potential value of the fish and fisheries of this portion of Northern India is incalculable. There is also no denying the fact that they have been subjected to every kind of abuse the ingenuity of man can devise for the destruction of fish from time immemorial, and the fish supply of the Province is, in consequence, far below the demand. Unfortunately for the fish, the industry is in the hands of menials and men of low caste, with the result that the subject is of little interest to the rest of the population, and no steps have been taken in the past to afford any protection to fish in or out of season. A Fisheries Department came into

(Continued in Box 2.)



A FISH FEEDING FROM THE HAND IN A "SANCTUARY" ESTABLISHED BY THE PUNJAB FISHERIES DEPARTMENT: A MAHASIR (BARBUS) FISH EMERGING FROM THE WATER TO TAKE FOOD HELD OUT TO HIM.

being, as a permanent measure, some nine years ago, and since then efforts have been made to stop the indiscriminate and wholesale slaughter of fish and fry, to study the life histories of indigenous species, and to breed them. The huge dams across the big rivers, at head-works of canals, and the canals themselves, have certainly contributed largely to the depletion of the fish supply, and Government has gone to considerable expense to construct fish-passes on all such head-works and enable the fish to reach their spawning grounds. Most injurious methods of capture, such as nets with a mesh that would hold up almost a mosquito, dynamiting, poisoning, basket contraptions at falls, diversion of water, and such-like have been prohibited, and only those methods encouraged which do not take heavy toll of fry. Trout culture was started before even the Fisheries Department was inaugurated, and the good work then begun has been assiduously followed up by the Department, with excellent results. Farms have been started and experiments carried on with Indian carp, such as *Labeo rohita* and *Cirrhina mrigala*, as also with some of the murrals (*Ophicephalidae*). The former are amongst the most valuable species in India, and means are being investigated to minimise the colossal waste that takes place annually in their natural spawning beds. Their favourite haunts are rice-fields. The first big fall of rain in the monsoons, when the water pours in from the high lands, through

(Continued in Box 3.)



A CHIPP FROM BELOW: A BAMBOO PLATFORM (SUPPORTED BY PROPS) THROUGH THE INTERVIEW OF WHICH THE WATER ESCAPES, LEAVING ALL FISH HIGH AND DRY ON TOP.



A STOCK POND ESTABLISHED AT CHENNAWAN BY THE FISHERIES DEPARTMENT: THE UPPER END OF THE TANK, SHOWING (LEFT) THE INLET FOR WATER FROM A CANAL; (RIGHT BACKGROUND) THE OUTLET.

the fields, into the rivers, invites the fish to leave the rivers and rush up the incoming muddy tide. One to two miles from the rivers is nothing out of the way, and hundreds and thousands of fish make their way up into the fields to spawn in a few inches of water, and return hurriedly before the flood water subsides and they are cut off. Here numerous enemies await them from man downwards. The ova hatch out in 30 to 40 hours, and the tiny alevins start their frail existence in rapidly decreasing water and among myriads of enemies such as snakes, frogs, birds, and beetles. Two days or so of brilliant sunshine, and the shallow water of the fields practically dries up, leaving detached puddles here and there or only slush and mud, with the result that the entire spawn is wiped out in a couple of days. This prodigal waste could be averted to a very great extent if only the people to whom the fields belonged took the smallest interest in the fish. A few channels, a few inches deep, cut through the fields and dammed up to hold water, would go a very long way to save a large proportion of the tiny fry. The dams could be breached as soon as the ova hatch out, and the water from the fields would rush into the channels and thence to the river or to village tanks and ponds, carrying the wee fish with it. The Fisheries Department has started experiments on the above lines. The old bed of a canal has been selected as a stock pond, and divided into two tanks by means of a

(Continued in Box 4.)



FISHING THE TANKS AT CHENNAWAN FOR PREDACEOUS FISH: NATIVES IN THE WATER BESIDE A LONG NET CARRYING OUT PRESERVATIVE OPERATIONS FOR THE PUNJAB FISHERIES DEPARTMENT.

INDIAN "SALMON" REMARKABLY TAME: MAHASIR THAT FEED FROM THE HAND.



A "SANCTUARY" LAKE ESTABLISHED BY THE PUNJAB FISHERIES DEPARTMENT: WATER TEEMING WITH MAHASIR (BARBUS) FISH—SOME FAINTLY VISIBLE UNDER THE SURFACE (ON FOREGROUND).



A FISH "LADDER" OR "PASS," TO ENABLE FISH TO REACH THEIR SPAWNING GROUNDS: A TYPE OF STRUCTURE BUILT AT THE HEAD-WORKS OF ALMOST EVERY CANAL IN THE PROVINCE.

huge dam, and the two tanks on either side of the dam are connected by means of a masonry channel fitted with screens. In one of these tanks we have 800 large rohu (*Labeo rohita*) and mori (*Cirrhina mrigala*) as brood fish. They have free access into fields adjoining the tank, by means of a stern channel through which the water from the fields pours into the tank, during the monsoons. As soon as they have spawned and returned to the tanks, we shall watch for the ova to hatch out, and when we find little alevins moving about, the dams at the head of little connecting channels will be breached and the water will rush into a smaller tank where we shall collect the little things and thence transport them into the big tank, approximately 3000 ft. long by 120 ft. wide by 3 to 5 ft. deep. From this point we can stock rivers, lakes, and ponds, and at the same time prove to the Indian, by means of object lessons, what he can do to increase his fish food supply."

BOOKS OF THE DAY.

WIRELESS

telegraphy has somewhat lowered Puck's time record for putting "a girdle round about the earth." But, though the human voice may do it in less than forty minutes, the human body has not yet learnt to float on waves of ether, and must be satisfied with the old-fashioned waves of salt water.

It took the Duke and Duchess of York just on 170 days (from Jan. 10 to June 27) to girdle the earth in H.M.S. *Renown*—not bad going when we remember that they had rather more to do than pick a flower of love-in-idleness and fetch it back to a fairy king. In their 30,000-mile voyage, undertaken at another King's behest, there was very little idleness. A prevailing impression of constant movement, crowded hours, and ever strenuous activity is conveyed in "THE ROYAL EMBASSY": The Duke and Duchess of York's Tour in Australasia. By Ian F. M. Lucas, Reuter's Correspondent throughout the Tour. With forty-six Illustrations and a Map. (Methuen; 10s. 6d.) With the main outline of the journey, as recorded from time to time in the Press, we are all familiar, but reading the whole story, here admirably told, in fuller detail, we realise the magnitude of the enterprise and the immense service which the royal travellers rendered to the Empire.

Nor did the adventure lack its perils, especially one of which at home we heard little at the time. On May 26 (the Queen's birthday), between Fremantle and Mauritius on the homeward voyage, occurred "a serious fire in one of the boiler-rooms, which gravely endangered the safety of the ship and its royal passengers . . . and raged for nearly twelve hours." The *Renown* "was in the very middle of the Indian Ocean at the time, and 1100 miles from the nearest land. Magnificent bravery was shown by the engineer officers"—and "the Duke himself descended at considerable personal risk to a point in close proximity to the fire," while "the Duchess was her usual composed self. . . . No S.O.S. call was sent out."

On this matter of radio, Mr. Lucas mentions that "*Renown* was able to keep in direct wireless communication with the station at Horsea throughout the voyage, except one day in the Pacific shortly after leaving the Marquesas, when atmospherics were particularly bad." In the Marquesas the Duke and Duchess met a venerable French missionary who "retains happy memories of his meeting with Robert Louis Stevenson." I "dinna ken" whether any political "unrest" in Samoa, which has been mentioned since the tour, may have caused its exclusion from the itinerary, but the travellers had to be content with a view of Tuititila's island home from the battle-cruiser's deck. "*Renown* steamed by within three miles of Upolu, at the summit of one of whose green hills Stevenson lies buried," and so the Duchess was not enabled to stand beside her Scottish compatriot's grave on the peak of Vaea, where—

Home is the sailor, home from sea,
And the hunter home from the hill.

The hilltop grave of "R. L. S." recalls another which it is fitting to mention in a number specially devoted to South Africa. An allusion to it occurs in a vigorous and inspiring book for young patriots called "MAKERS OF THE BRITISH EMPIRE." By Harold F. B. Wheeler, F.R.Hist.S. With sixteen Illustrations by (the late) R. Caton Woodville (Harrap; 5s.). "On March 26, 1902, Cecil Rhodes breathed his last. He was still under fifty, but he had added some 750,000 square miles of territory to the British Empire. . . . They buried him on the Matoppos, in the spot which he had chosen. The view, writes one who knows it well, 'looks as if some giants at play had broken the hills into smithereens and left the pieces lying about. But the distances are lovely, and in this rough foreground and wide, entrancing vistas one finds the true emblem of Rhodes and, perhaps, of the country that bears his name.'"

Foregrounds and vistas, on a lesser scale, figure prominently in "THE LIFE AND WORK OF AN ENGLISH LANDSCAPE ARCHITECT": An Autobiography by Thomas H. Mawson, F.L.S., Past President of the Town-Planning Institute, etc. With seventy full-page Illustrations. (Richards Press; 25s.). This is a very interesting and attractive book, a feast of personal experiences and anecdotes for the general reader, and a source of inspiration to students of the author's profession.

The landscape architect is apt to be a mighty traveller, and the third line of the "Odyssey" would apply as well to Mr. Mawson as to Odysseus himself—"Many were the

men whose towns he saw and whose mind he learnt." Not only did his work take him all over Britain, but hither and thither in the States and Canada, as well as on "the Continent." Now we find him in Holland, designing the precincts of the Peace Palace at the Hague; now in Greece, town-planning for King "Tino" at Athens and Corfu; and in 1917 re-planning Salonika after the great fire. His profession brought him in constant touch with celebrities. Regarding one of them—Mrs. Humphry Ward—I notice a slight mistake. She was not a daughter of Matthew Arnold, but a niece. The motto on Mr. Mawson's title-page—"I look backward that I may the better press forward"—recalls Arnold's lines—

Not till the hours of light return
All we have built do we discern.

There are several points of contact between the last-named book and "VISCOUNT LEVERHULME." By his Son. With many Illustrations (George Allen and Unwin; 15s.), for Mr. Mawson regarded Lord Leverhulme as his "best client," and writes of him: "He struck me as a veritable Napoleon in his grasp of all the factors dominating any problem he tackled. . . . There were all the characteristics we associate with the 'Little Corporal.'" Lord Leverhulme's son supplies the reciprocal portrait. "In Mawson," he writes, "one saw the idealist, the seer of visions, the brilliant craftsman; in Leverhulme the realist, the organiser, and the planner; while imagination and artistic courage were common to both."



A FAMOUS LAKELAND BUILDING RECENTLY BOUGHT FOR PUBLIC PRESERVATION: THE PICTURESQUE OLD BRIDGE HOUSE AT AMBLESIDE, STANDING ON A BRIDGE OVER THE STOCK BECK, AS IT IS TO-DAY.

Lovers of the Lake District and its antiquities will be glad to learn that the Old Bridge House at Ambleside, a quaint little building erected on a bridge over the Stock Beck, was recently bought by a group of local residents for preservation. Its origin is uncertain, but about a century ago it was a summer-house in the grounds of Ambleside Hall, where the main road to Grasmere now runs. It was familiar to all the famous Lakeland writers—Wordsworth, Harriet Martineau, De Quincey, and Dr. Arnold. Ruskin made a sketch of it in 1837, and it has long been a favourite subject for artists. It is among the smallest houses in the country, with one ground-floor room and one above, reached by steps outside. Until some twenty years ago it was occupied as a dwelling, but latterly it has been used as a cobbler's shop.

This filial memoir of a great captain of industry embodies, of course, the story of the growth of Lever Brothers from small beginnings at Bolton into one of the world's great businesses, the making of Port Sunlight, and the formation of a famous art collection. It shows what can be done by dynamic "drive," early rising, and a "well-thumbed" copy of Smiles's "Self-Help." Lord Leverhulme likewise was a much-travelled man. "He went to the United States and Canada four or five times after the war, to Scandinavia three times, and to South Africa once. He also paid many visits to France and Belgium and other countries on the Continent. In the winter of 1923-4 he made his fifth journey round the world, and the following winter he was away for five months in the Belgian Congo, Nigeria, and other parts of West Africa."

Among popular reprints from the literature of travel, nothing could be more delightful than the new edition of "THE PRINCIPAL NAVIGATIONS." By Richard Hakluyt (commonly known as Hakluyt's "Voyages"), in eight volumes, with an Introduction by John Masefield (Dent; £3 net the set). Of the first two volumes I have already written at some length in a previous issue; of Vols. III. and IV., now to hand, I can only say that they fully sustain

the high standard of

their predecessors in general format and in illustrations. Both volumes, of course, include fascinating descriptions of the East as known to the sixteenth-century voyagers. Readers who have not yet made acquaintance with Hakluyt should make haste to do so through the medium of these compact and alluring books.

What Hakluyt did for the history of English enterprise throughout the world has been done for an important section of it by the author of "THE ENGLISH FACTORIES IN INDIA, 1668-9." By Sir William Foster. Published under the patronage of H.M. Secretary of State for India (Oxford, Clarendon Press; London, Milford; 18s.). This collection of valuable historical records is the thirteenth and final volume of a series, and the whole work should form a rich store-house of material for the historian. The present volume is concerned largely with the transfer of Bombay from the Crown to the East India Company. Several places mentioned in Hakluyt are here described as they were about a century later. The many letters included in the book are full of curious detail and interesting personal matters, private feuds, and sidelights on character.

Picturesque impressions of travel in Persia and Baluchistan form the subject of "SUHAIL." By Coleridge Kennard. Illustrated (Richards Press; 10s. 6d.). The author's method is a little elusive: he plunges at once into scenes and dialogues, without any explanations as to the origin and purpose of his journey. It was from another source I learnt that the book is the work of Sir Coleridge Kennard, who was, for five years before the war, attached to the British Legation in Teheran.

No such uncertainty belongs to "ISLANDS OF QUEEN WILHELMINA." By Violet Clifton of Lytham. With an Introduction by Lord Dunsany. With sixty-six Illustrations (Constable; 18s.). Mrs. Clifton, who is already well known by her "Pilgrims to the Isles of Penance," here describes a journey with her husband, Mr. Talbot Clifton, through Java, Sumatra, Bali, Celebes, and other islands of the East Indies. Lord Dunsany—whose quotation from Terence, by the way, bears signs of compression—has happily suggested the charm of the author's narrative: "She does not go up against the people of these flowery isles with any apparent desire that they should adopt our industry, our morals, or our machines, but rather seems to drift among their customs like a feather upon a favouring wind." (Samoan papers, please copy.) The whole book is suffused with the glamour of the East. The same quality, in a pictorial form, combined with practical information, belongs to a "GUIDE TO BANGKOK." With Notes on Siam, by Major Erik Seidenfaden, and over 250 Photographs (issued by the Royal State Railway Department of Siam).

Another excellent publication of this type is "THE SOUTH AND EAST AFRICAN YEAR-BOOK AND GUIDE" for 1927, with sectional atlas, published for the Union Castle Line (Sampson Low; 5s.). It is of special value to business men, settlers, tourists, and sportsmen.

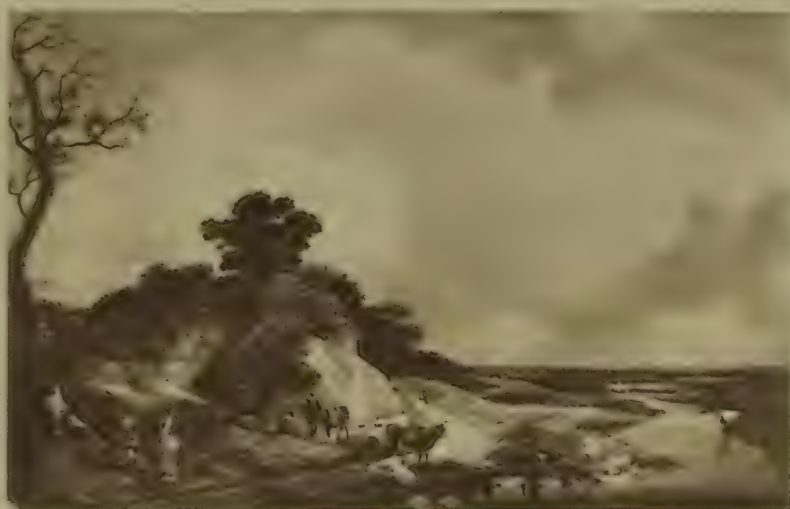
Sometimes the motive of travel is a specialised form of study, as in "STAINED GLASS TOURS IN GERMANY, AUSTRIA, AND THE RHINE LANDS." By Charles Hitchcock Sherrill. With twenty Illustrations (including Coloured Frontispiece and Maps (Lane; 15s.). Not every student of ancient glass can range so far afield in pursuit of his quarry, and the stay-at-homes will welcome this American author's diligence and enthusiasm for the arts of Europe. Mr. Sherrill reveals his land of origin when he mentions, on the road from Lauenburg to Schwerin, "sundry fine houses, especially one whose columns resembled our early colonial architecture in Virginia."

This brings me, in conclusion, to a fine example of modern English architecture, described and pictured in "ROEDEAN SCHOOL." By L. Cope Cornford and F. R. Yerbury. With fifty-six Illustrations (Benn; 25s.). While the growth of this great public school for girls is briefly touched on in the introduction, and portraits of its founders (Penelope, Dorothy, and Millicent Lawrence) appear as the frontispiece, the paramount interest of the book is architectural. With its exquisitely reproduced photographs and drawings, it is a worthy record of a great and significant building. I could almost wish I had been born a girl, that I might have gone to Roedean.—C. E. B.

THE GAINSBOROUGH BICENTENARY. GEMS FROM THE GREAT EXHIBITION AT IPSWICH.



"THE GYPSY ENCAMPMENT—SUNSET" (LENT TO THE IPSWICH EXHIBITION
BY MR. A. H. BUTTERY).



"LANDSCAPE WITH DISTANT VIEW OF CORNARD, SUFFOLK"
(LENT BY MR. KENNETH WILSON, NEW YORK).



"MRS. GAINSBOROUGH"
(LENT BY S. COURTAULD, ESQ.).



"THE RT. HON. SIR JOHN SKYNNER, LORD
CHIEF BARON" (LENT BY THE MASTERS OF
THE BENCH, LINCOLN'S INN).



"PORTRAIT OF THE ARTIST"—GAINSBOROUGH
AS HE SAW HIMSELF (LENT BY MR. ANTHONY
DE ROTHSCHILD).



"LANDSCAPE, WITH DOG"
(LENT BY SIR HICKMAN BACON).



"GAINSBOROUGH DUPONT"
(LENT BY T. W. BACON, ESQ.).



"PORTRAIT OF A MAN IN A LANDSCAPE"
(LENT BY P. M. TURNER, ESQ.).

Prince Henry arranged to open, on October 7, at the Corporation Museum at Ipswich, an exhibition of pictures by Thomas Gainsborough, R.A. This exhibition, which is under the patronage of the Queen, is of the greatest interest not only to serious art-lovers, but to the public in general, and is one of the most important ever organised in the provinces. Sir Charles Holmes, Director of the National Gallery, promised to broadcast a talk on Gainsborough on the evening of October 5. "The elusive and magnetic Gainsborough," writes Mr. Frank Davis, "in his refinement, his marvellous technical dexterity, his insight into character, and his love of simple country things, is at once the despair and the

delight of both high and low-brow critics, and those whose views upon, for example, the policy of the Tate Gallery in buying works by Van Gogh or Gauguin are bitterly opposed, can unite in praising this great genius of the eighteenth century. The pictures collected at Ipswich, which include examples of the older masters from whom he drew inspiration, and also painters who owed much to him, are mostly drawn from private sources. Their importance and quality can be seen from the above illustrations. Gainsborough was born at Sudbury in Suffolk, in 1727, and on his marriage set up at Ipswich as a portrait-painter. Thence he moved to Bath in 1759, and finally, in 1774, to London, dying in 1788."

FROM THE WORLD'S SCRAP-BOOK: NEW ITEMS OF TOPICAL INTEREST.



PRODUCING MUSIC FROM THE AIR BY MOVEMENT OF THE HANDS, WITHOUT TOUCHING AN INSTRUMENT: PROFESSOR THEREMIN AND HIS WONDERFUL INVENTION.



LEAVING AN AEROPLANE FOR A MOTOR-CAR, WHILE GOING AT A SPEED OF 60 MILES AN HOUR: A REMARKABLE AND PERILOUS "STUNT" PERFORMED BY AL JOHNSON, SEEN ON THE WING-TIP REACHING TO GRASP ROPES ON THE CAR'S ROOF, AT LOS ANGELES.



"NAKED AND UNASHAMED": A COUPLE OF HAIRLESS ABYSSINIAN SAND TERRIERS—A STRIKING NOVELTY IN THE KENNEL CLUB SHOW AT THE CRYSTAL PALACE.



FIRE AS A METHOD OF "SHIP-BREAKING": THE OLD SAILING-SHIP "ST. NICHOLAS" BEING BURNT FOR HER METAL, AFTER 58 YEARS' SERVICE AT SEA, OFF SAN FRANCISCO.



THE SIZE OF THE ABYSSINIAN HAIRLESS TERRIERS SHOWN BY COMPARISON WITH A BOY: NEMO AND TURO WITH THEIR OWNER'S SON.

At the Bechstein Hall, Berlin, recently, Professor Theremin, a Russian scientist from Leningrad, demonstrated a wonderful invention by which he produced music from the air merely by waving his hands, playing several well-known melodies. The air waves are generated in a box with two antennæ, one an upright brass rod (seen at the right-hand end in our photograph), and the other a coil of wire. He played on the air, not the instrument, the tone varying with the approach of his hands. Among the audience were Professor Einstein, Gerhardt Hauptmann, and Bruno Walter, the conductor. It was the first example of music divorced



THE REALITY THAT PROVIDES A FAMILIAR LITERARY METAPHOR: THE WORLD'S LOG-ROLLING CHAMPION, WILBUR MARX, IN THE CONTEST.



WINNER OF THE CHALLENGE CUP FOR THE BEST EXHIBIT AT THE KENNEL CLUB'S SHOW AND ALSO THE CUP FOR THE BEST BITCH: MR. J. R. BARLOW'S WIRE-HAIRED FOX-TERRIER, KEMPHURST SUPERB.

from mechanism.—Al Johnson, the famous aeroplane "stunter," is seen above transferring from an aeroplane to a motor-car at Los Angeles, California.—A striking novelty at the Kennel Club's Show was a pair of Abyssinian sand terriers, named Nemo and Turo, which are entirely hairless, shown by M. Cura.—The old sailing-ship "St. Nicholas" was recently burnt, for her metal, off San Francisco. She had been at sea for fifty-eight years.—Wilbur Marx, a sixteen-year-old schoolboy of Wisconsin, recently won the log-rolling championship in the tenth world's "roleo" held at Brownstone Bowl.

THE SCENE OF THE LABOUR PARTY CONFERENCE: BLACKPOOL AT NIGHT.



BRILLIANT
LIGHTING EFFECTS
AT A FAMOUS
LANCASHIRE
SEASIDE RESORT,
WHICH HAS
BEEN CALLED
"A COLOSSAL
EXPERIMENT
IN ORGANISED
PLEASURE": AN
ILLUMINATED
ARCH AT
BLACKPOOL,
SHOWING
(IN CENTRE
BACKGROUND)
THE PICTURESQUE
PAVILION OF THE
PLEASURE BEACH
AND AMUSEMENT
PARK.



A WHIRL OF
LIGHT: REMARK-
ABLE OPTICAL
EFFECTS PRO-
DUCED BY THE
RAPID ROTATION
OF AN ILLU-
MINATED "MERRY-
GO-ROUND" WITH
FLYING-BOATS,
NOT VISIBLE
THEMSELVES
OWING TO THEIR
SPEED—THE
PHOTOGRAPH
BEING TAKEN BY
TIME EXPOSURE
AND RECORDING
ONLY THE GYRA-
TION OF LIGHTS
FIXED TO THE
BOATS AND
THEIR SUPPORTS.

These remarkable photographs of illuminations testify to the enterprise and taste with which Blackpool caters for its thousands of visitors. It has been said of Blackpool—perhaps with some exaggeration—that, if it did not exist, there might be a revolution in Lancashire, for it acts as a safety-valve to the emotional stress produced by arduous toil. Mill hands and other workers save up their earnings for a periodic visit to that haunt of many delights. "Blackpool" (writes Mr. F. H. Cheetham in "Lancashire," a volume of Methuen's Little Guides) "has

been styled 'a colossal experiment in organised pleasure.' It is easily first among the Lancashire seaside resorts in popularity, not only on account of its effort to please, but by reason of its natural advantages of sea and air. The name 'Black Pool' occurs as far back as 1602, but down to about 1780 the place was inhabited by a handful of fishermen living in huts or cabins along the cliff. The pool which gave its name to the town lay inland." The annual conference of the Labour Party opened in the Hippodrome at Blackpool on October 3.

THE FOREIGN SCENE: ILLUSTRATIONS OF NOTABLE EVENTS ABROAD.



NOW AGED EIGHTY: PRESIDENT VON HINDENBURG WITH HIS SON AND ADJUTANT, MAJOR OSCAR VON HINDENBURG, AND THE LATTER'S WIFE AND DAUGHTERS, GERTRUDE AND HELGA.



FIELD-MARSHAL VON MACKENSEN (LEFT, IN HUSSAR UNIFORM) ARRIVING AT THE PRESIDENT'S PALACE IN BERLIN.



THE GERMAN PRESIDENT ON THE OCCASION OF HIS EIGHTIETH BIRTHDAY: FIELD-MARSHAL VON HINDENBURG COMING OUT OF CHURCH AFTER A SERVICE.



EVIDENCE OF THE GREAT POPULARITY OF FIELD-MARSHAL VON HINDENBURG IN BERLIN: AN ENTHUSIASTIC CROWD OUTSIDE THE PRESIDENTIAL PALACE ACCLAIMING HIM ON HIS EIGHTIETH BIRTHDAY.



PRESIDENT VON HINDENBURG (SEATED BAREHEADED IN THE CAR) DRIVING ROUND THE STADIUM, AMID THE CHEERS OF 40,000 SCHOOL CHILDREN: AN INCIDENT OF HIS EIGHTIETH BIRTHDAY CELEBRATIONS.



AN ECHO OF THE SACCO-VANZETTI EXECUTION IN AMERICA: THE COFFIN CONTAINING THE ASHES OF NICOLA SACCO BEING PLACED IN A HEARSE ON THE WAY TO EMBARKATION FOR EUROPE.

The eightieth birthday of Field-Marshal von Hindenburg, President of the German Republic, on October 2, was the occasion of a great popular demonstration in Berlin. The President himself had deprecated any official celebrations or any display of an extravagant kind, and devoted the proceeds of a public subscription for a national gift to war cripples and the bereaved. The President was serenaded by torchlight by a detachment of Reichswehr outside the Palace, and an enthusiastic crowd broke through police cordons and swarmed in front of the building. On his birthday morning the whole Palace was decorated with flowers. The chief ceremony of the day was his drive in a motor-car through densely



AN AFTERMATH OF THE DISTURBANCES IN VIENNA LAST JULY: A GROUP OF MEN ENGAGED IN SORTING A HUGE PILE OF PAPERS AND DOCUMENTS REMOVED FROM THE PALACE OF JUSTICE, WHICH WAS BURNT.

lined streets to the Stadium, where he was acclaimed by 40,000 school children as he drove slowly round. The children sang some patriotic songs, and the whole gathering joined in "Deutschland über Alles." On descending from the Presidential box, the President stopped to shake hands with his old friend, Field-Marshal von Mackensen, who was wearing the uniform of his Hussar regiment.—Nicola Sacco and Bartolomeo Vanzetti were executed at Charlestown Prison, near Boston, U.S.A., on August 23. On the 28th the bodies were cremated at the Boston crematorium, and the next day the ashes were exhibited in Union Square, New York. Later, it was arranged to convey them to Europe.

ROMANCE IN STONE: HISTORIC BUILDINGS; AND AN ALPINE CABIN.



DOROTHY VERNON'S HOME AT NOTTINGHAM THREATENED BY A WIDENING SCHEME: FRIARY HOUSE, TO WHICH SHE CAME WITH JOHN MANNERS AFTER HAVING ELOPED FROM HADDON HALL.



WITH A PRIEST'S HIDING-HOLE BETWEEN THE ROOF BEAMS AND THE FLOOR ABOVE: THE GREAT CHAMBER IN FRIARY HOUSE, NOTTINGHAM, BOUGHT BY JOHN MANNERS IN 1573.

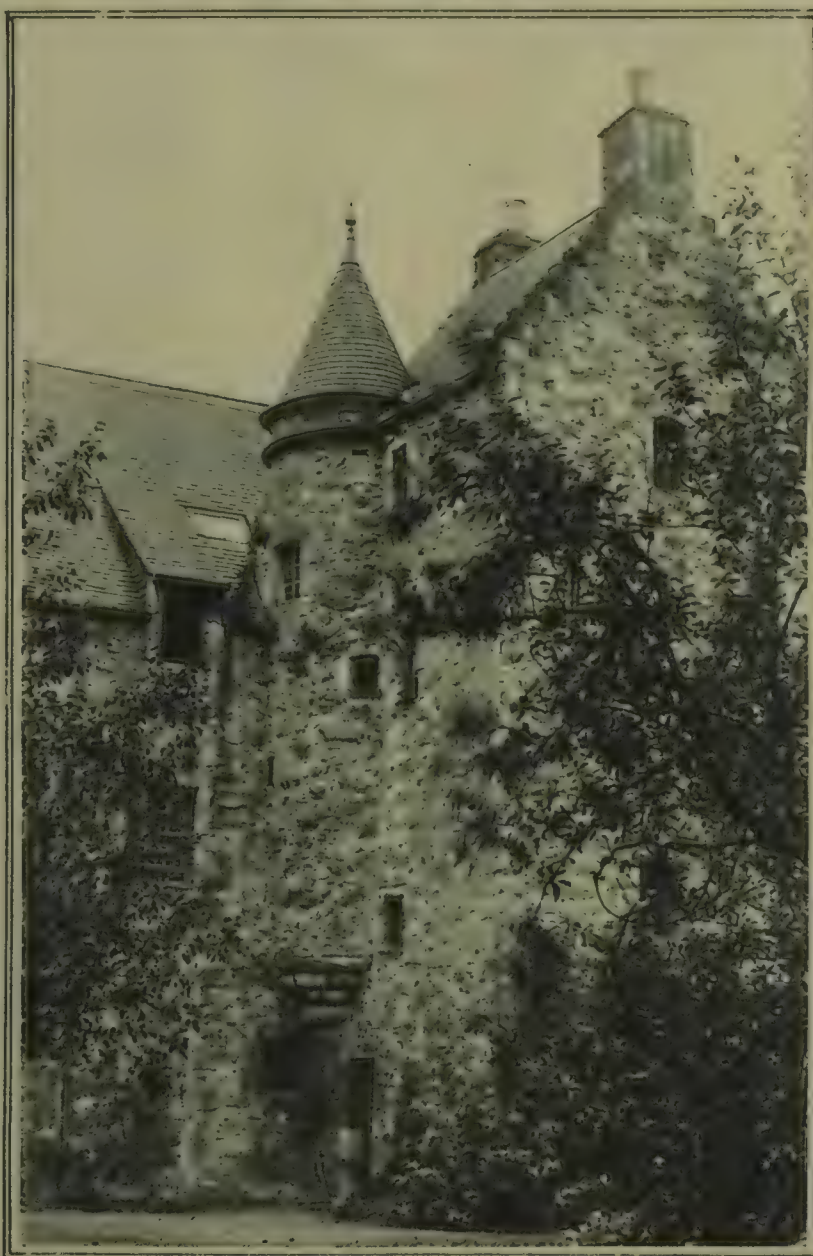


A NEW SHELTER FOR MOUNTAINEERS ERECTED BY THE SWISS ALPINE CLUB OF GENEVA: THE PIERRE BORDIER CABIN, AT A HEIGHT OF 9750 FT., NEAR ST. NICHOLAS.



A FAMOUS YORKSHIRE RUIN PRESENTED TO THE OFFICE OF WORKS BY COLONEL SIR EDWARD BROTHERTON: KIRKHAM PRIORY—THE SCULPTURED GATEWAY AND THE BASE OF AN ANCIENT CROSS WITH A TRAGIC STORY.

Friary House, in Friar Lane, Nottingham, which was bought by John Manners in 1573, and was the home to which he brought his bride, Dorothy Vernon, after their elopement from Haddon Hall, is threatened with demolition under a Corporation widening scheme. Efforts are being made to preserve it by the Society for the Protection of Ancient Buildings in association with the Thoroton Society of Notts antiquaries. John Manners and his wife lived there five years, and it was their marriage that brought Haddon Hall into the Duke of Rutland's family. The priest's hiding-hole between the roof beams of the great chamber and the floor above was made by sloping the joists down to the central beam, leaving



THE HOUSE WHERE MARY QUEEN OF SCOTS "DIED" AND CAME TO LIFE AGAIN: QUEEN MARY'S HOUSE AT JEDBURGH, WHICH, IT WAS RECENTLY STATED, IS TO BE ACQUIRED BY THE TOWN.

a space of 4 ft.—The new Pierre Bordier Cabin is about five hours' walk from St. Nicholas, in the Zermatt valley, and facilitates ascents of the Balfrin and the Nadelhorn and the route towards Saas Fee, well-known to English climbers.—Kirkham Priory, founded in 1121, is on the Derwent between York and Malton. The old cross before the gateway contains a stone on which the founder's heir is said to have been killed by a fall from his horse.—Queen Mary's House at Jedburgh was occupied by Mary Queen of Scots in 1566. While there she fell ill with fever, and on the ninth day, as she appeared to be dead, arrangements were made for her funeral. She recovered to await a more tragic destiny.

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



MR. BEN TURNER.
Recently elected Chairman of the Council of the Trades Union Congress, and therefore to be President of next year's Congress, probably at Swansea.



MR. F. O. ROBERTS, M.P.
Chairman of the twenty-seventh Annual Conference of the Labour Party, held in the Hippodrome at Blackpool from October 3 to 7.



MISS SHEILA MACDONALD.
Miss Macdonald recently performed the great feat of climbing Mt. Kilimanjaro (19,710 ft.). She was with Mr. William C. West and Major O. Lennox Browne.



MR. E. J. GWYNN.
Appointed Provost of Trinity College, Dublin, in succession to the late Dr. Bernard. An eminent Celtic scholar and the first Lecturer in Celtic Languages in Dublin University.



LIEUT. G. S. BAIN SMITH.
Lieutenant Bain Smith was recently awarded the Albert Medal for a gallant attempt to save the life of Major Minchinton in the Himalayas.



THE RT. REV. W. G. WHITTINGHAM, D.D.
The Bishop of St. Edmundsbury and Ipswich. President of the annual meeting of the Church Congress, opened at Ipswich on October 4.

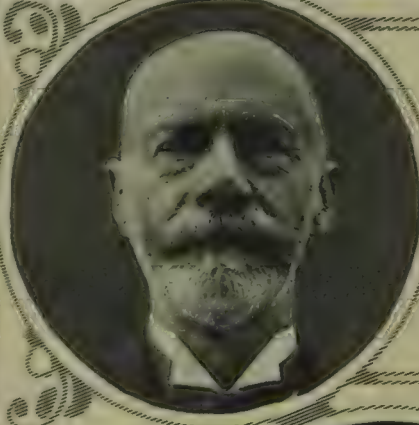
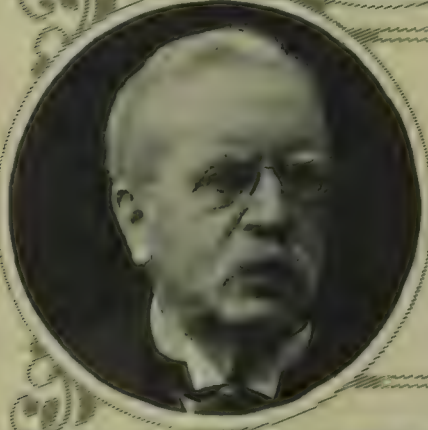
COLONEL HENRY MAPLESON.

(Born in London, 1851; died at Lausanne, Sept. 26.) A well-known impresario in grand opera, long associated in that capacity with his father, the late Colonel J. H. Mapleson.



PROFESSOR ARCHIBALD LIVEREDGE, F.R.S.

(Born at Turnham Green, 1847; died, Sept. 26.) Became Professor of Chemistry and Mineralogy in the University of Sydney in 1872. Retired in 1907.



PROFESSOR WILLEM EINTHOVEN.

(Born, 1860, in the Dutch Indies; died, September 28.) The famous Dutch physiologist. Professor of Physiology at the University of Leyden since he was twenty-five. Awarded the 1924 Nobel Prize for Physiology and Medicine.

LADY BATHO.

Lady Batho is the wife of Sir Charles Batho, who was recently chosen to be the next Lord Mayor of London. She is a daughter of Mr. Benjamin Parker, of Broadlands, Oulton Broad, Suffolk.



MR. WILLIAM BEEBE AND HIS BRIDE (MISS ELSWYTH THANE).

Mr. William Beebe, the noted American scientific explorer, and Miss Thane, who is a well-known novelist, were married recently on board his yacht "Warrior," off Oyster Bay.



LT.-GEN. SIR WEBB GILLMAN.

Recently appointed Master-General of the Ordnance, in succession to General Sir Noel Birch, whose retirement was announced to take effect on October 1.



THE NEW LORD MAYOR OF LONDON: SIR CHARLES BATHO (RIGHT CENTRE) WITH SIR ROWLAND BLADES, M.P., THE PRESENT LORD MAYOR.

The election of the new Lord Mayor took place at the Guildhall, on September 29, with the traditional ceremonies. The platform was strewn, according to custom, with sweet herbs and rose leaves, and the Lord Mayor and his successor carried posies. Sir Rowland Blades has since visited Rome.



PROFESSOR SVANTE ARRHENIUS.

(Born, 1859; died, October 2.) The famous Swedish scientist, one of the greatest savants of his time. Awarded the Nobel Prize for Physics in 1903. Professor Arrhenius had been Director of the Nobel Institute for Physical Chemistry.

Mr. Ben Turner is President of the National Union of Textile Workers.—Miss Sheila Macdonald, who is twenty-two, is a daughter of Mr. Claude A. Macdonald.—Mr. E. J. Gwynn is a brother of Mr. Stephen Gwynn, the writer.—Lieut. G. S. Bain Smith, Royal Artillery, though inexperienced in mountaineering, made a most gallant attempt (on June 3) to bring back Major Minchinton, who had fallen on Mount Mon, in the Himalayas, and was too badly hurt to move.—Dr. Whittingham, who became Bishop of St. Edmundsbury and Ipswich in 1923, was formerly Archdeacon of Oakham and Canon of Peterborough.—Colonel Henry Mapleson travelled all over the world as an impresario of opera. In 1903 he organised King Edward's fête at the British Embassy in

Paris in honour of President Loubet.—Professor Liveredge rendered very valuable service to science in Australia.—Mr. William Beebe's name is familiar to our readers from various articles describing his scientific voyages. He is the author of "The Arcturus Adventure," and "Galapagos—World's End."—Professor Einthoven was one of the most celebrated of modern physiologists.—Sir Charles Batho is a partner in Messrs. Copland and Co., ship store and export merchants, and a member of the Baltic.—General Sir Webb Gillman has been Inspector of Artillery at the War Office since 1924.—Professor Arrhenius had been Director of the Nobel Institute for Physical Chemistry since 1905. Perhaps the best-known of his books is "Worlds in the Making."

The Great Dominion of South Africa:

ITS HISTORY, COMMERCE, AND SOCIAL CONDITIONS.



FOUNDERS OF PORT ELIZABETH AND COLONISERS OF THE CAPE EASTERN PROVINCE: BRITISH SETTLERS OF 1820—
NEW ARRIVALS ON THE DESOLATE SHORES OF ALGOA BAY.

In 1820, during the period of economic stress after the Napoleonic Wars, a body of 3500 settlers drawn from all parts of Great Britain migrated to South Africa. They landed on the then barren coast of Algoa Bay, founded Port Elizabeth (one of the largest and most prosperous seaports of the Union of South Africa to-day), and, in the face of appalling difficulties, colonised the eastern districts of the Cape of Good

Hope, which were occupied by savage native tribes. Their arrival was a far-reaching event in South African history, and the story of their hardships and perseverance against almost insuperable odds forms a thrilling epic of successful colonisation. The 1820 settlers and their descendants, estimated to number some 150,000, have played a great part in the development of South Africa.

FROM THE DRAWING BY AMSEWITZ. (COPYRIGHTED.)

SOUTH AFRICAN HISTORY.

By IAN COLVIN, Author of "The Cape of Adventure," "The Life of Jameson," "The Safety of the Nation," etc.

IT is more than twenty years since it was my business to sit in the Press Gallery of the old Cape House of Assembly, now no more, and watch the present unfold itself in many a stormy debate. But, being more in love with the past, I used to find time to steal down into the cellars of Parliament House, where dwelt, among the archives, their venerable Keeper, the Rev. H. C. V. Leibbrandt, a very good friend of mine. I had one particular hobby, the pirates of the Indian seas, and the archivist had great glee in tracing for my edification any references to Kidd, England, Avery, Plantain, and the rest he could find in the old papers.

I think he shared my boyish zest for the colour and romance of the history of the Cape. I know we agreed that Dr. Theal was a dull dog. And, indeed, any

but enough remains to suggest the generous and hospitable life of the old Burghers in their new Holland of the Southern Seas. The chequered fortunes of those old Cape Governors suggest also another staple of South African history—the struggle between law and lawlessness; between settled government and the wild and turbulent pioneers of the outlying area, of the untracked extending and savage interior. The Boers of Graaf Reinet were in chronic revolt against their Dutch Government when the English landed; the Rebellion of Slachter's Nek was the sort of thing that might have happened under the Van der Stels.

The British went on with the policy of the Dutch, planting colonists, making roads, improving stock, imposing, or attempting to impose, justice, law, and order. The 1820 Settlement under Lord Charles Somerset was a systematic attempt to make the Eastern Province British as the Western was Dutch, and the prosperous territory of which Port Elizabeth is the seaport and Grahamstown the centre testify to the success of that policy, the practical statesmanship, and benevolent intention of Tory government in the early part of the nineteenth century.

Yet the Colony remained in the general estimation a port of call, and when the Suez Canal was cut and a direct way made to India, it was thought to be doomed to neglect and decay. The shovel of the diamond-digger made an unexpected and effective answer to the spade of Lesseps, and when the discovery of gold followed the discovery of diamonds, modern South Africa burst into turbulent life. The new and heady wine of a digging camp poured into the old leathern bottle of a Boer farm could hardly fail to produce an explosion. Hence, roughly speaking, those violent and stormy events which occupied the last generation of the nineteenth century—two wars and the Jameson Raid.

And here I am brought out of the cellar of Parliament House back into the Press Gallery. Twenty years ago—it is already ancient history! Twenty years ago Dr. Jameson was sitting, a little crumpled figure, as if asleep on the front bench, with that most faithful and loyal of friends, Sir Thomas Smartt, beside him, and Merriam and Sauer, whom time had not yet mellowed, rubbing salt into green wounds from the benches opposite. Somewhere "in the passages and lavatories of the House," to quote a sarcasm of Cecil Rhodes, was "the Mole," Jan Hofmeyr, who managed the Afrikaner Bond very quietly and very cleverly from his pleasant old stoep in Camp Street. I knew them all, and they are all gone, save only Sir Thomas Smartt; and the Cape

House is also gone and the whole system of politics which that very able group of men embodied. A new and larger grouping has brought with it new men and new politics—astonishingly like the old. There was always an "Imperialist" and always a "Separatist" Party in South Africa—as in Ireland; its politics were always complicated by the racial factor, by the native question, and by the struggle between settled government and mere anarchy, between law and disorder.

We must not be too broad in our generalisations, or we open a wide door to historical error. It is not wholly true, for example, to say that the Dutch were in South Africa before the British. The truth is that the Dutch were in parts of South Africa first, but in other parts the British were the pioneers. The Dutch settled the Western, the British the Eastern Province of old Cape Colony; the Dutch—settled



THE FOUNDER OF THE CAPE OF GOOD HOPE: THE BRONZE STATUE OF VAN RIEBEEK AT CAPE TOWN.

Jan van Riebeeck was sent out by the Dutch East India Company in 1651 to establish a revictualling station in Table Bay for ships on the way to India. He left at the Cape rather more than a hundred people, who formed the first European settlement in South Africa. His arrival, with three ships, is illustrated in a double-page colour picture in this number.

the Orange Free State and the Transvaal, the British Natal and Rhodesia. The Dutch have been, generally speaking, the country interest; but there are Dutch in the towns and British in the country. The British developed the mines, but many Dutchmen are now miners; the British built and ran the railways and the commerce of the country: in the administration, in



THE OLD DUTCH GATEWAY OF THE CASTLE AT CAPE TOWN, AN INTERESTING SURVIVAL OF FORMER DAYS IN SOUTH AFRICA.

Official Photograph by the South African Railways Publicity Department, Johannesburg.

historian who made South African history dull sinned against the light, since it is such a tale of battles, sieges, fortunes, of most disastrous chances, of "moving accidents by flood and field," of "antres vast and deserts idle," even of "cannibals that each other eat, the Anthropophagi," as from the lips of Othello moved Desdemona to tears. It goes back, too, a long way, almost to the times of romance, for it begins with Portuguese caravels, and knights in armour leading forlorn hopes up the Zambesi in search of Prester John and Monomotapa. Or at least, as the Portuguese generally gave South Africa proper a wide berth, we may say it began at the beginning of the seventeenth century, when the British and Dutch East India Companies opened their long and stern fight for the East Indies.

And here we come to the staple of South African history, the struggle between maritime nations for the key of the East. Portugal was there first; France garrisoned the Cape for a brief and stormy space; but the chief rivalry at this particular point was, of course, between England and Holland. To hold the tavern of the Indian Seas, the half-way house to India, was something worth fighting for, and in that fight of two hundred years was born the racial quarrel which still vexes the peace of South Africa.

I conceived a high admiration for the Dutch Governors, not only for Van Riebeeck, who first planted the Colony in the middle of the seventeenth century, but even more for the two who followed, Simon Van der Stel and Willem Adriaan, his son, who planted and bided, labouring to make a settlement of trusty burghers, "sufficient to meet all attacks of Christian princes"—"their cellars" (in the words of the elder Van der Stel) "well filled with wine, their lofts with corn, and their chimneys and barrels with flesh and fish."

The monuments of that gracious time—old Cape Town, Groot Constantia, the fair homesteads of Stellenbosch and the Paarl, are vanishing one by one,



THE OLD POST OFFICE STONE, UNDER WHICH LETTERS WERE PLACED BY SHIPS PASSING THE CAPE. A HISTORIC RELIC BEARING THE DATES 1614 AND 1631.

Official Photograph by the South African Railways Publicity Department, Johannesburg.

law, in education, in medicine, the two races share more or less equally. In numbers also there is a rough approach to parity. The two races are inextricably commingled and complementary to each other. The Dutch farmer would have no market without the British miner; the British shopkeeper sells his goods

(Continued on page 624.)

THE WORLD'S GREATEST RIVER-WONDER AS SEEN FROM THE AIR.

PHOTOGRAPHS BY THE SOUTH AFRICA AIR FORCE. (COPYRIGHT RESERVED.)



THE VICTORIA FALLS AS SEEN LOOKING VERTICALLY DOWNWARD FROM AN AEROPLANE DIRECTLY OVERHEAD: A REMARKABLE AIR-VIEW OF SOUTH AFRICA'S GREATEST NATURAL PHENOMENON, SHOWING THE CAPE-TO-CAIRO RAILWAY BRIDGE SPANNING THE CHASM BELOW THE FALLS.



"MOSI-OA-TUNYA" (SMOKE THAT THUNDERS) AS IT APPEARS TO AN AIRMAN A MAGNIFICENT AERIAL PHOTOGRAPH OF THE VICTORIA FALLS, SHOWING THE MIGHTY CATARACT OF THE ZAMBESI (HERE A MILE WIDE) PLUNGING INTO THE "BOILING POT."

These remarkable air photographs show unusual views of South Africa's greatest natural wonder. The Zambesi River—a mile wide at this point—falls into a tremendous chasm four hundred feet deep, and thus forms the famous Victoria Falls, which are nearly twice the height of Niagara. The waters plunge into the "Boiling Pot," and then turn sharply westwards, entering the Grand Cañon. This

gorge is shown in the upper photograph spanned by the Cape-to-Cairo Railway bridge, on which spray from the cataract is continually falling. The noise is like thunder, and the spray-cloud forms a constant veil which is visible some forty miles away: hence the natives' name for the waterfall—"Mosi-oa-Tunya" ("Smoke that thunders").

THE FOUNDING OF THE MODERN DOMINION OF

FROM THE DRAWING BY



THE LANDING OF JOHANN VAN RIEBEEK AT THE CAPE IN 1652: THE "GOEDE HOOP"

Two years after King Charles was beheaded by Cromwell and his Parliament, Johann van Riebeeck, a commander in the service of the Dutch East India Company, set out from the Port of Amsterdam for the Cape of Good Hope, with a fleet of three vessels named the "Drommedaris," the "Reijger," and the "Goede Hoop." He sailed under orders of the Company to establish a station on the Cape coast for revictualling the Dutch fleets on their protracted voyages of six months and longer between Europe and India. Van Riebeeck succeeded to such good purpose in his mission that the temporary revictualling station at the base of Table Mountain at the Cape became a permanent settlement, and marked the beginning of the great Dominion which has become the

SOUTH AFRICA IN THE SEVENTEENTH CENTURY.

C. E. TURNER. (COPYRIGHTED.)



AND TWO OTHER SHIPS OF THE DUTCH EAST INDIA COMPANY ARRIVE IN TABLE BAY.

Union of South Africa, while the city of Cape Town to-day is one of the world's greatest ports of call. It is also the principal gateway to a most fascinating and romantic country, whose vast hinterlands extend for hundreds of miles into the interior of the African Continent. The old trade route to the Cape, which was pioneered by the sailing vessels of Van Riebeeck's time, is traversed to-day by fast-going ocean liners, and the voyage to South Africa is now a pleasant cruise of two or three weeks' duration. The headquarters of South Africa in London is the Office of the High Commissioner for the Union of South Africa, Trafalgar Square, London, W.C.2, where information concerning the country may be obtained from the Director of Publicity.

THE KRUGER NATIONAL PARK.

By Lieut.-Colonel J. STEVENSON-HAMILTON, J.P., D.L., F.R.G.S., C.M.Z.S.

EXTENDING along the frontier of Portuguese East Africa, from Rhodesia in the north nearly to Swaziland in the south, and embracing a total area of some eight thousand square miles, lies the great Kruger National Park of the Union of South Africa. It is a country of varied scenery, rugged hills alternating with rolling forest-clad plains, intersected by several large perennial streams, and permeated by countless water-courses, which remain dry during the greater part of each year. Characteristic features

National Park," its existence no longer dependent upon a mere proclamation in the *Government Gazette*. The name of the famous old President, to whose timely action its existence was primarily due, was thus also fitly commemorated. With change of name and status, the sanctuary passed from the control of the Transvaal Provincial Administration to that of a Board of Trustees, whose aim is to convert it ultimately into a great popular holiday resort. No shooting at nor disturbance of the animals within the Park

visit. Strict preservation having been the rule for twenty-five years, a generation has grown up without experience of man as an enemy, and ignorant of the sound of firearms. Consequently, it is always easy to walk up to within a hundred yards of any herd—sometimes, indeed, a good deal closer—though, accustomed as it is to assaults from its natural foes, the game is chary of permitting approach within such a distance as might expose it to the danger of a sudden rush.

When the game reserve was revived after the South African War the number of large animals contained within its boundaries probably did not exceed twenty thousand. There were no elephants, no elands, very few buffaloes or giraffes. In the course of the twenty-five years which have since passed, unchecked natural increase, added to recruitment from the harassed areas adjoining, has brought the total up to not less than two hundred and fifty thousand. This includes several small herds of elephants (perhaps a hundred individuals in all), a few black rhinoceroses, hippopotami in all the permanent rivers and in most of the larger pools, giraffes in considerable numbers wherever the country is suitable to their needs; while buffaloes, of which not more than a dozen survived the rinderpest epidemic of 1896, have increased to about five hundred. Other large game in order of respective abundance are blue wildebeest, ringed waterbuck, Burchell's zebra, sable antelope, greater kudu, tsessebe, roan antelope, eland, and inyala. Of medium-sized antelopes, impala are distributed through all the thicker bush country, and for some forty miles along the south bank of the Sabi River are present in numbers probably equalled in no other area of similar size in Africa. Reedbuck are to be seen wherever there exists covert of the nature affected by them; mountain reedbuck are numerous throughout the hilly country in the west, and bushbuck are found along all the rivers. Smaller species inhabiting the Park are the common and the Natal duiker, steenbuck, Sharpe's steenbuck, and klipspringer. Warthog abound in all the more open parts of the country, while the denser thickets are the haunts of large numbers of bush-pig. Waterbuck, kudu, reedbuck, and bushbuck carry heads larger than the average; the local sable is exceeded in length of horn only by the distinct sub-type confined to a small district of Angola.

It has been calculated that for the more fertile portions, approximately thirty-four, and for the barren areas six, of the larger herbivorous animals exist to the square mile. Nature's check on the undue increase of any species by the elimination of the less fit is provided by the presence of carnivorous animals—lions, leopards, cheetahs, African hunting-



WATERBUCK AND ZEBRA (SEEN ON THE RIGHT): AN INTERESTING PHOTOGRAPH OF WILD ANIMALS AT LARGE IN THE KRUGER NATIONAL PARK.

are the numbers of more or less isolated rocky outcrops, graduating in size from mere mounds to considerable hills, the larger ones forming the homes of troops of baboons and of charming little klipspringer antelopes. The Lebombo Hills, stony and barren, but, especially in the neighbourhood of the river gorges, impressive in their rugged grandeur, mark the eastern boundary, while on the west the Park extends nearly to the foothills of the Drakensberg Mountains.

From May to September the climate is altogether delightful: a succession of cloudless days, with a sun never too oppressive, while the nights are often very chilly; but for the remainder of the year it is often too hot to be pleasant, and between December and April malarial fever renders it a place to be avoided. Being thus unsuitable for white settlement—and the soil, moreover, being for the most part poor and shallow—it forms an ideal spot for the purpose to which it has been allotted—a haven for the last of the Transvaal fauna.

Its nearest point is only twelve hours by train from Johannesburg, and two from the seaport of Lourenço Marquez. No other place in the world within such easy reach of a great industrial centre can show faunal and floral conditions still existing exactly as they have done for thousands of years. The traveller may dine at his hotel in Johannesburg amid up-to-date civilised surroundings, retire to bed in a comfortable first-class sleeping-compartment, and next morning, as he looks out of the window of the breakfast-car, may well imagine himself to have been transported back into the remote Pleistocene epoch.

Originally created by the Transvaal Republican Government in 1898 for the permanent preservation of the wild animals of the country, the Sabi Game Reserve, as it was long called, was considerably extended by the Crown Colony Administration which took over the reins of government in 1902, until it embraced an area of nearly fourteen thousand square miles. A resident white and native staff was appointed, and the sanctuary was provided with its own regulations and patrolled by its own police under the control of the Warden of the Reserve, who was also a magistrate armed with judicial powers. It had, however, the drawback of containing a great deal of land the property of companies and of private owners; so, in order to pave the way for its permanent stabilisation, the Union Government, in 1923, deproclaimed about six thousand miles of the western portion, later expropriating such private land as was yet remaining within the new boundaries. In May 1926 the National Parks Bill passed unopposed through both Legislative Assembly and Senate, and the "Sabi Game Reserve" became henceforth the 'Kruger

is permitted, and the internal administration remains as before in the hands of the Warden.

Since 1921 it has been customary, during the winter season, to run fortnightly tourist trains through the area, allowing a stoppage of a day and a night on the way. The train is sided at some convenient spot, and by day the visitors are taken for bush walks under the guidance of some member of the staff, when they have the opportunity of seeing and photographing large numbers of the animals at close quarters. By night a "camp fire" is held by the side of the railway track, the songs and music frequently punctuated by the roaring of lions and the howls of hyenas from the surrounding bush. These tours have proved increasingly popular, and it is hoped in the early future to combine them with short motor trips through the Park. As development proceeds,



WILD LIFE PRESERVED IN ITS NATURAL HAUNTS IN THE KRUGER NATIONAL PARK: A LARGE GROUP OF TSESSEBE AND BLUE WILDEBEEST.

Photographs on this page by Lieut.-Colonel F. C. Hoare, South Africa Air Force.

rest-houses and small hotels for the accommodation of visitors are to be built, and catering suitably undertaken. In addition to the ordinary tourists, Boy Scouts and Girl Guides from various parts of the Union annually camp for a week inside the Park, thus receiving useful practical lessons in natural history at the most impressionable age.

The remarkable confidence shown by all the animals of course adds much to the interest of a

dogs—all of them kept within reasonable numerical limits by the staff of the Park. In 1925, the number of lions was estimated to be about five hundred, and this has been deemed a suitable figure at which at present to maintain the species, having regard to the just balance of Nature's scale. Owing to the ease with which these animals can secure their natural prey within the Park, there is little temptation for them to wander outside; stock-killing within the

(Continued on page 630.)

SOUTH AFRICA'S GREAT GAME RESERVE: WILD LIFE IN KRUGER PARK.



1. SABLE BULL AND TSESSEBE: SPECIMENS OF SOUTH AFRICAN FAUNA IN THE KRUGER NATIONAL PARK.



A TYPICAL SCENE OF SOUTH AFRICAN BUSH LIFE IN THE KRUGER NATIONAL PARK: KUDU COWS.



3. DRINKING AT A STREAM UNMOLESTED IN THE KRUGER NATIONAL PARK: AN INTERESTING GROUP OF WARTHOGS.



4. HIPPOPOTAMI AT THEIR EASE IN A SOUTH AFRICAN RIVER: A REMARKABLE PHOTOGRAPH TAKEN IN KRUGER PARK.



5. SCENTING DANGER: TWO FULL-GROWN AND ONE YOUNG IMPALA RAM AND A DOE; SHOWING A BIRD (LOOKING FOR TICKS) ON THE NEAREST ANIMAL.



6. A PICTURESQUE GROUP OF WILD ANIMALS GRAZING IN THE KRUGER NATIONAL PARK: BURCHELL'S ZEBRA AND BLUE WILDEBEEST.

The Kruger National Park, situated in the Eastern Transvaal, was constituted by law last year, with an increased area of about 9300 square miles. "In the winter months," Mr. Beyers writes, describing how his photograph (No. 5) was taken, "during the dry season, most of the inland streams cease to flow, and the water collects in pools some few hundred yards from each other. The photographer selects a suitable clump of bush or dwarf palms in close proximity to one of these

pools, with due regard to the position of the sun and the direction in which the wind is blowing. A 'hide-up' is then built of branches and twigs, sufficiently large to accommodate himself and the camera, so that only the lens is visible. With the field of vision sharply in focus, the shutter set, and the slide drawn, he has to wait patiently for hours at a stretch, frequently only to meet with disappointment. But this element of uncertainty adds to the fascination of the pursuit."

THE MODERN VOYAGE TO SOUTH AFRICA: AN OCEAN "CASTLE" PASSING THE ISLE OF WIGHT.

FROM THE PAINTING BY MAURICE RANDALL. (COPYRIGHTED.)



THE UNION-CASTLE LINE ROYAL MAIL MOTORSHIP "CARNARVON CASTLE" PASSING THE NEEDLES: A CONTRAST TO THE OLD SEVENTEENTH-CENTURY SAILING SHIPS (ILLUSTRATED IN THIS ISSUE) THAT CARRIED THE EARLY SETTLERS TO SOUTH AFRICA.

Visitors to the Isle of Wight are familiar with the fascinating sight of huge liners ploughing their way to all parts of the world. Above is an illustration of the "Carnarvon Castle" (20,063 tons—one of the largest motorships in the world) passing the Needles. She is the latest addition to the magnificent fleet of vessels engaged in the Union-Castle Line's mail service between Southampton and South Africa, and has proved so popular that the company has placed an order for another ship of similar size and design. As a contrast to the palatial ships such as the "Carnarvon Castle"

now employed on the Cape route, there are depicted on pages IV and V the old-time sailing vessels which made the voyage from Europe to South Africa in the seventeenth century, when the first European settlement was founded at the Cape. Nowadays, the voyage in a fast and luxuriously appointed liner takes less than seventeen days, and the trip is very popular with those who wish to escape the cold and damp of an English winter, as glorious summer weather is enjoyed in South Africa from September to April. On page 615 particulars are given of special tours to South Africa.



SOUTH AFRICAN DOMESTIC ARCHITECTURE: A HOMESTEAD AT STELLENBOSCH, CAPE PROVINCE, EMBOWERED IN TREES.

SOCIAL conditions in South Africa are much affected by the presence of a large coloured population. The natives in the north, the coloured folk at the Cape, and the Indians in Natal provide us with very cheap labour. This native labour is so cheap that even people in quite a small way are able to have at least one servant—the wages of a "Kaffir boy" (and this may mean anything from a Kaffir youth or "piccanin" to a full-grown man) or girl ranging from 30s. to £3 or £4 a month, according to their efficiency. The board and lodging for these servants is fairly primitive, as their wants are primitive. Thus it is clear that the wife of a man earning quite a small salary need not do rough work, and so has time for a social life which women in her circumstances in other countries could not have.

Take the instance of a very delightful English-woman who at an informal Vice-regal party remarked: "It seems wonderful to me that I can sit here in clothes that I had to contrive myself—a cotton frock that I ran up at home, and the brim of one hat fitted

simple washing clothes. A very different tale is it in countries where even in summer furs and good coats and umbrellas are necessary.

Not only on the farms and in the small country towns, but also to some extent in the larger towns, it is usual for people with quite restricted means to have a motor-car, and this makes it possible to take long runs into the country, and to join in the sport which is becoming so universal. Many a professional or business man can plan a big-game shooting trip for his annual holiday, and it is possible to take out a large party in cars and enjoy some of the finest shooting and camp life in the world for quite a modest sum. Tennis is very general. Ground being cheap, tennis courts abound, and a popular way of entertaining is to have tennis or croquet parties either at private houses or at the very many public courts everywhere. Club subscriptions are cheap, and the entertainment provided is excellent.

Possibly owing to the fact that our white population is small, also perhaps because we realise the menace of the overwhelming black majority, South Africa is remarkably free from many of the terrible social conditions which have inevitably sprung up in those countries where this menace does not exist. At the many international conferences which aim at making the world a better place for us all to live in, one hears with horror of the infamous trade in women and children, of the heroic and unceasing efforts that are being made to combat this and like evils—obscene literature, for instance, is a subject which is receiving serious attention from these various societies—and those of us from South Africa who have been privileged to hear about all the wonderful work that is being done to suppress

these evils cannot but feel glad to think that with us they have not developed to these proportions. Apart from legislation against unsuitable literature, public opinion is so much against that sort of thing that it would not pay any trader to try to push it. And again it seems to me that it is because the settled farming community is dominant, and in a sense sets the fashions in morals as well as in social ways, that we have this desirable state of affairs—a state of affairs which we are fortunately more likely to keep intact now that there is such a general tendency for all workers in the cause of social purity to link up for the general good. We who have the great good fortune to be so situated that our climate and our social conditions make for simple and decent living can, by keeping in touch with movements for social betterment, safeguard our community from dangers which inevitably will arise as the country becomes more thickly populated. In this as in other things, we can profit by the experience of older countries.

Although we have so much that attracts people from overcrowded countries where the economic conditions make life difficult, we lack the old historical background, the many opportunities for culture, for hearing beautiful music, for seeing beautiful pictures. Our young people, realising this, go to the older

CONDITIONS OF SOCIAL LIFE IN SOUTH AFRICA.

By M. MALHERBE.

countries in search of culture, and often feel regretfully that in these older countries there is more room for expansion and self-expression. But is it not the solution that they should gather in all that they can overseas, and, coming back to South Africa, create for us, too, things of beauty and lasting value?

To those who have courage and vision and individuality, it must give a sense of joy and power to live in a land which offers such unbounded possibilities. Here is no beaten path to be followed, but unlimited opportunities to create something beautiful which shall be in accord with its natural setting. And here also is something which in these days of economic stress is of first-rate importance—a market which is not yet overcrowded. The future social



DOMESTIC ARCHITECTURE IN THE TRANSVAAL: A TYPICAL BUNGALOW RESIDENCE AT JOHANNESBURG.

conditions of South Africa will be largely the work of the young people—hundreds of young people who have been abroad and learnt much and seen much, and who bring home with them the culture of the older civilisations, and with it here a little and there a little to leaven the life of their own country.

These young people will also cross another bridge for us, for they are drawn from the farming population which is mostly Dutch-speaking, and from the townspeople who are largely English-speaking, and from the commercial life in South Africa. They will form the professional class in their own country. They, especially the younger ones, will be bilingual, will know not only our own conditions, but the conditions overseas, will know and value at its true worth our simpler and easier mode of living, and will also know and value at its true worth the learning and opportunities for culture, which we have not possessed in the past and which now they will help to supply.

If we can attain this ideal, what country in the world will be more delightful to live in than ours,



MODERN DEVELOPMENTS OF THE "STOEP," OR FRONT PORCH: A STREET IN CAPE TOWN, WITH A BEAUTIFUL MOUNTAIN BACKGROUND.

to the crown of another—and that after a strenuous morning of housework I am able to enjoy this without being harassed about expense." And that is quite typical of South African social life. It is possible for people in all walks of life, and with small or large incomes, to mix and to have a perfectly good time without any sense of invidious distinctions.

The fact that the labourer is usually coloured has tended to make all white people more or less of one class, and there are not those clear-cut differences that exist in older countries. Most young countries have kept in touch with the land of their origin, and, although their mode of living has of necessity been modified to suit their conditions, their social life and ways of thought are perhaps largely copied from those of the home country. The early settlers in South Africa, however, were really severed altogether from European influences, and therefore developed a separate and distinct mode of life.

The main occupation of the country being farming, the farmers are naturally the leading people, and are a very important social factor. The white population is so small that everyone knows everyone else; and that, together with the fact that sensible farmer folk, often living long distances apart, do not see the need of trying to keep abreast of the many changing fashions in clothes and furnishings, and so on, does tend to keep our fashions and our mode of life simpler, and therefore cheaper. Where in older countries the competition of commercial life tends to increase expenditure on non-essentials, in this open-air land an elaborate *entourage* would be merely ridiculous. The traditional hospitality of the South African is a very genuine and delightful thing. Life



AN ADAPTATION OF THE OLD DUTCH STYLE OF GABLED FRONTAGE, IN NATAL: A PICTURESQUE RESIDENCE AT DURBAN.

Photographs on this page by the South African Railways and Harbours Publicity Department, Johannesburg.

with its sunshine and wide open spaces, with its simplicity and informality of social life, its easy, unhurried home life, and its opportunities for building up a new world of music and art, and all the things which make life really worth living?

SPORT AND PASTIMES IN SOUTH AFRICA: A PARADISE FOR RECREATION.



RUGBY FOOTBALL IN THE TRANSVAAL: A MATCH IN PROGRESS ON THE WANDERERS' GROUND AT JOHANNESBURG, BEFORE A LARGE GATHERING OF SPECTATORS.



GOLF IN NATAL: PLAYERS DRIVING-OFF FROM A TEE-ING GROUND ON THE BEAUTIFUL SEASIDE LINKS AT UMKOMAAS—SHOWING TYPICAL NATIVE CADDIES.



SURF-BATHING IN IDEAL CONDITIONS ON THE SHORES OF FALSE BAY, NEAR CAPE TOWN: A HAPPY CROWD ON THE BEACH AND IN THE WATER AT MUIZENBURG.



YACHTING AND BATHING ON THE COAST OF NATAL: A PICTURESQUE GROUP OF SMALL SAILING CRAFT AT SALISBURY ISLAND, IN DURBAN HARBOUR.



RACING IN THE TRANSVAAL: AN ANIMATED SCENE IN THE ENCLOSURE DURING A MEETING ON THE TURFFONTEIN RACE-COURSE AT JOHANNESBURG.



A SOUTH AFRICAN "EPSOM": THE MEMBERS' STAND ON THE TURFFONTEIN RACE-COURSE AT JOHANNESBURG.

South Africa offers ideal opportunities for every kind of sport and recreation. At Johannesburg the Wanderers' Athletic Ground, in Kruger's Park, covers thirty acres, and includes cricket and football fields, tennis courts, bicycle track, and so on. The race-course is at Turffontein, about two miles south of the town. Racing in South Africa is conducted under English rules. All the large towns have their race-courses, but the big meetings, which correspond to our Ascot, Epsom, Newmarket, and Doncaster, are held at Johannesburg, Durban, and Cape Town. Among the chief events are the Johannesburg Spring, Summer, and Autumn Handicaps, Merchants' Handicaps, the South African Derby, Oaks, St. Leger, and Guineas,

the Durban July Handicap, and the Rosmead Stakes. The Umkomaas golf links, illustrated above, are at the resort of that name on the Umzimbaza River, some thirty miles from Durban. There is also a cricket ground, and good fishing and boating. Durban itself has its Ocean Beach, Country Club, race-course, and a fine land-locked bay famous for its yachting, boating, and angling. There are also facilities for golf, lawn-tennis, football, and polo. Muizenburg, fifteen miles from Cape Town, is a favourite summer watering-place, with excellent bathing on the shores of False Bay, which, owing to the high temperature of the water, can be enjoyed at all seasons of the year.

In the Land of Constant Summer: Beautiful Homes and Gardens of South Africa.

FROM PHOTOGRAPHS REPRODUCED BY COURTESY
OF MR. J. B. TAYLOR, CAPE TOWN.

THE white-walled homesteads built by the early Dutch and French Colonists in South Africa have exerted marked influences on the domestic architecture of this Dominion. These homesteads are delightful old-world dwellings of the seventeenth-century period, with heavily thatched roofs, picturesque gables, and wide stoeps. Many of the more modern homes of South Africa, such as the charming residence known as "The Chilterns," which overlooks the beautiful Constantia Valley and the blue waters of False Bay, have prototypes in certain of the older homesteads, but their architectural attractiveness would not be complete unless they were in the appropriate setting of the luxuriant gardens of the South. The spaciousness

(Continued in Box 2.)



A CHARMING TYPE OF MODERN SOUTH AFRICAN DOMESTIC ARCHITECTURE, INFLUENCED BY THE OLD SEVENTEENTH-CENTURY DUTCH HOMESTEADS: "THE CHILTERNs"—OVERLOOKING THE BEAUTIFUL CONSTANTIA VALLEY.



"CRIMSONS AND BLUES AND GOLD OF THE FLOWERS": A TYPICAL EXAMPLE OF SOUTH AFRICAN LUXURIANCE—THE GARDEN OF "THE CHILTERNs," WITH A GLIMPSE OF THE BLUE WATERS OF FALSE BAY IN THE DISTANCE.

of South Africa and its sunny, equable climate favour the creation of lovely gardens. Like the old homesteads, they have distinctive features peculiar to the country, and some of these characteristics have been delightfully analysed by the South African author Miss Dorothea Fairbridge, who is an authority on the subject, and writes from the vantage-point of a wide knowledge of the gardens of many other countries. Miss Fairbridge considers there is something better in the gardens than neatness, something that goes more surely to the heart than trim lawns and flawless paths, admirable as these things are. The something better is that gift with which the gods have dowered South Africa—the purple of the grape, the rich crimsons and blues and gold of the flowers, the warm cinnamon and opal and rose of the mountains. The colours "clash" sometimes, according to conventional standards, for the flowers obey a higher law than that of the modern landscape gardener, to the despair of the colour-schemer. The conventional lover of gardens may shudder at the thought of scarlet hibiscus, purple bougainvillea, and

(Continued in Box 3.)

pink oleander flowering side by side. The writer admits to such feelings herself until she came to understand the beauty and meaning of some of the bolder characteristics of certain South African gardens. "It was after sunset," she writes, "and I sat on the back stoep of Groote Schuur. . . . The edges of the mountain which rises sheer behind the house were still golden with the last kiss of the sun, the silver-trees shimmered in the faint evening breeze, the hydrangeas had taken on every tint of beryl and jasper, jade and rich turquoise, the stone pines stood out dark and sharp against the soft greys and purples of the hillside. And in the foreground, scarlet and yellow cannas, magenta-purple bougainvilleas and blue plumbago flamed in a quivering violence of rich colour over the white balustrades and steps of the terrace. I had opened my lips to say something trite and stupid about the 'clash of colour,' when the man who knew better said: 'Can you believe that a woman actually suggested the other day that the cannas should be taken out because they didn't 'harmonise' with the other things?' I sat silent for a moment, looking at the mountain and the flowers, and then I saw."



"A QUIVERING VIOLENCE OF RICH COLOUR": A RIOT OF PURPLE BLOSSOM IN STRIKING CONTRAST TO THE WHITE SUMMER-HOUSE AND THE GREEN OF THE FOLIAGE—A CORNER OF THE GARDEN AT "THE CHILTERNs."

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THE RESOURCES OF SOUTH AFRICA.

By G. E. CHITTENDEN.

THE history of European settlement in Southern Africa dates back to the year 1652, when the Dutch East India Company established a temporary outpost at the Cape of Good Hope with the object of producing supplies of fresh food to replenish the larders of its merchant fleets on the trade route between Europe and the East. Throughout the seventeenth century the outpost at the Cape grew steadily, and by the end of the eighteenth century it had become a valuable and prosperous colony, with farms and vineyards extending far inland. For more than two hundred years following the establishment of the first settlement at the Cape Peninsula, South Africa developed almost entirely as an agricultural country, and the basis of its prosperity was a healthy exchange of its products with the mercantile fleets of the various European nations engaged in the Eastern trade. To this day the beautiful old farms and homesteads of the Cape Western Districts remain as enduring and romantic links with that period of prosperous exploitation.

The agricultural development of South Africa continued steadily throughout the nineteenth century, and was extended in the eastern portions of the Cape by a body of some 3500 British settlers who arrived in 1820. From about 1830 a definite movement of the older population of the Cape commenced towards the far interior, and by the year 1850 extensive portions of the hinterlands known as the Orange Free State, the Transvaal, and the inland parts of Natal had been pioneered and were in process of occupation as agricultural and pastoral regions. From 1860 onwards a series of events followed which changed the whole history of the economic development of South Africa. These were the discoveries of diamonds in the Kimberley area in 1867-69, and the gold deposits of the Transvaal during 1870-86, followed not long afterwards by the opening up of the coal-fields of the Central Transvaal and the north-western areas of Natal. These events led to a steady influx of population, hurried on the construction of railways, and incidentally gave a certain impetus to agricultural production, though there can be little doubt that the rapid exploitation of the newly discovered mineral wealth of the country led to a drifting of population from the farms to the mining settlements, and thereby exercised far-reaching influences in diverting considerable energy and capital from the more intensive agricultural development of South Africa which might otherwise have been an economic necessity.

In South Africa to-day there are healthy conflicts of opinion between the larger vested interests in the agricultural and mining occupations as to their relative degrees of mutual dependency and their relative influences upon the broader aspects of development. An interesting commentary on the farming progress of the country is discernible, however, in the remarkable growth of agricultural production within the past twenty or thirty years. At the present time, the market value of products from the land amounts to over eighty million pounds sterling per annum, which is considerably in excess of the country's next largest line of production—namely, the mineral industries, from which the annual market value of production is estimated at approximately sixty millions sterling.

In recent years Government policy in South Africa has been to foster agriculture as the basic industry of the country. The results to-day are reflected in the consistent growth of the export trade in all primary products, particularly wool, mohair, skins and hides, wattle bark and extract, ostrich feathers, deciduous citrus and dried fruits, maize and cereals, tobacco, cotton, wines, brandies, meat, sugar, butter, eggs, etc.; and in any consideration of

the resources of this Dominion, its capacity for producing food supplies and agricultural products is foremost in importance. For the purpose of developing these resources, the Union Government has organised divisions of Extension, Agricultural schools, Training Farms, Experimental and Research stations, to inculcate and foster up-to-date and scientific methods. Very large sums have also been spent on irrigation works. These factors—the extension of world markets and the Government's policy of intensifying production through the medium of State-aided services—have led to what may be

devoted to certain base and rare metals, and to non-metallic minerals other than coal, and though comparatively little capital has been utilised for the exploitation of these resources, compared with the sums expended on the development of gold and diamond mines, there have been noteworthy advances in the production of base minerals and metals.

The degree of mineral exploitation in South Africa may be gauged from the fact that as recently as the year 1863 not a single mining company was registered in the country, and it was generally believed, prior to that date, that the sub-continent

had no mineral assets worth speaking of. In 1863, a mining company was formed to work the copper deposits in Namaqualand, and since those mines were started they have exported copper to the value of some twenty millions sterling. In the comparatively brief period of sixty years since the discovery of diamonds and gold, South Africa has advanced to the position of being the premier producing country of the world in these respects. The value of the output of gold, diamonds, coal, copper, and tin since the discovery of these assets has been estimated at thirteen hundred million pounds sterling, of which gold accounts for approximately nine hundred million, diamonds two hundred and fifty million, and coal about seventy-five million sterling.

In recent years fuller exploration of the lesser mineral resources of the country has established the fact that almost every known mineral of any economic importance occurs in Southern Africa, and that, given

favourable opportunities and circumstances for development, most of the base mineral assets will ultimately be capable of commercial exploitation at economic prices. The principal varieties of minerals which it is permissible to include under this category are: antimony, arsenical pyrites, asbestos, chrome ore, clays, corundum, flint, fluorspar, graphite, gypsum, iron ore, iron pyrites, kaolin, kieselguhr, lead, lime and marble, magnesite, manganese, mica, nickel, nitrate of potassium, osmiridium, platinum, potash, rock phosphate, salt, silver, soda, talc, tin ore, tungsten ores, verdite, zinc. Many of these minerals are being commercially handled to-day, and figure on the export trade lists in growing quantities—e.g., asbestos, corundum, mica, salt, iron pyrites, chrome ore, and gypsum.

Though the development of these mineral assets is likely to be attended with increasingly important commercial results, there is an influential consensus of expert opinion which favours the view that the mineral future of South Africa will be more intimately concerned with its wonderful resource of iron, coal, and coal by-products. The proved extent of the country's resources in these respects is enormous, and no one can predict their probable developments. Their future, however, is assured by the fact that every decade that passes increases the value of coal to the existing communities of the world, since coal and iron are wasting assets in the older countries. Up to the present, the coal and iron resources of South Africa have not been exploited, and the potentialities of these assets is generally regarded as unlimited. The enormous deposits

of cheap coal have induced the Government to embark upon a progressive scheme of electrical developments. Large power stations are being constructed and operated for industrial and agricultural purposes under centralised control, and the low price coal is also proving a telling factor in railway electrification schemes.

The existence of large reserves of coal in the Transvaal and Natal also has an important bearing in relation to the development of South Africa's industrial resources. These developments, however, are of comparatively recent date, having been brought about principally by conditions imposed by the war

[Continued on page 630.]



THE DEVELOPMENT OF SOUTH AFRICA'S MECHANICAL RESOURCES: THE POWER STATION FOR ELECTRIFIED RAILWAYS AT COLENSO, NATAL

Photograph by the South African Railways and Harbours Publicity Department, Johannesburg.

termed the rejuvenation of South Africa as an agricultural country, and the indications at the moment are that it will continue to develop as one of the largest producers of wool, mohair, meat, fruits, cotton, tobacco, maize and other cereals, sugar, wines, dairy products, etc. In spite of many drawbacks inherent to the country, it is unquestionable that the greatest resources of South Africa are centred in its enormous agricultural possibilities; and that, with the continued application of improved methods of



THE CULTIVATION OF SOUTH AFRICA'S NATURAL RESOURCES: A CITRUS FARM IN THE MOGALIESBURG RANGE.

Photograph by the South Africa Air Force. (Copyright Reserved.)

production and marketing, its future expansion is inseparably wrapped up in its agriculture.

Next, and certainly not far removed in importance from the agricultural resources, is the remarkable extent of its mineral wealth. A noted authority on South African mining recently observed that the exploitation of the mineral resources has been of such recent growth, and the expansion of the gold, diamond, and coal industries has been so rapid and profitable, that nearly all available capital has been devoted to those industries. Within the past two decades, however, the profitable development of tin and copper deposits has caused more attention to be

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TEAR OUT AND POST THIS COUPON TO-DAY!



How the Union of South Africa is Governed.

By GRAHAM MACKEURTAN, K.C., formerly a Member of the South African Legislative Assembly.

ON Sept. 20, 1909, an Act of the British Parliament, called "The South Africa Act, 1909," gave finality to half a century of discussion upon the vexed question of closer union between the geographical entities which had from time to time composed South Africa. A Royal Proclamation made in pursuance of that Act formed the four self-governing Colonies of Cape of Good Hope, Natal, Transvaal, and Orange River Colony (now Orange Free State) into a Legislative Union, each becoming a Province of the new Dominion called The Union of South Africa.

A discussion as to how that Union is governed falls naturally under the heads of (i) The Legislative Power; (ii) The Executive Power; and (iii) The Provinces in relation to the Union.

THE LEGISLATIVE POWER.

The Legislative Power of the Union is vested in a Parliament consisting of the King, a Senate, and a House of Assembly.

This Parliament, which sits at Cape Town, while Pretoria is the Executive capital, is supreme within the Union. It is empowered to make laws for the peace, order, and good government of the Union, and it may even amend the South Africa Act itself, subject to certain safeguards which will be referred to hereafter. The Provincial Legislatures for which that Act provides are subordinate bodies.

The King, as an integral portion of the Legislature, acts through a Governor-General, who exercises such powers as his Majesty may be pleased to assign to him. These are so assigned by Letters Patent, setting out the nature of his office, and Royal Instructions dealing in detail with his duties. The Governor-General may, in the King's name, assent to or withhold assent from any Bill passed by the Senate and House of Assembly, or he may—and in some cases must—reserve it for the signification of the King's pleasure. A Bill so reserved has no force unless within a year of its presentation to the Governor-General it receives the Royal Assent, and, in any event, a Bill assented to by the Governor-General may be disallowed by his Majesty within a year after such assent has been given.

The Senate, or Upper House, consists of forty members, eight selected (under a system of voting by Proportional Representation) for each Province by the members of the House of Assembly representing it and of the Provincial Council in joint sitting, and eight nominated by the Governor-General in Council. The Governor-General in Council means the Governor-General acting by and with the advice of his Executive Council, which consists of the eleven Ministers of State, and corresponds to the British Cabinet. Four of the eight nominated Senators must be chosen for their acquaintance with the reasonable needs of the coloured races. Senators hold office for ten years unless the Senate is sooner dissolved by the Governor-General upon a dissolution by him of the House of Assembly.

Membership of the Senate is restricted to British subjects of European descent, having five years' residence and certain other qualifications. It performs the usual functions of an Upper House in a bicameral Legislature, having no power either to originate a Bill appropriating revenue or imposing taxation, or to amend any Bill so as to increase any

proposed charges or burdens on the people. A deadlock is met by the expedient of a joint sitting of both Houses, which may be convened by the Governor-General, when a measure twice passed by the House of Assembly has been twice rejected or amended by the Senate. Any measure passed at such a joint sitting is deemed to have been duly passed by both Houses. This joint sitting must of necessity be resorted to if Parliament desires to alter the South Africa Act in certain respects, and a two-thirds majority is in that event required. Joint sittings have taken place twice since union, once in 1925, and again in 1926.

The Lower House at union consisted of 121 members made up as follows: Cape of Good Hope, 51; Natal, 17; Transvaal, 36; Orange Free State, 17. For every increase of 2916 in its adult male white population over the figures adopted in 1909, each Province receives an additional member, subject to the proviso that Natal and the Orange Free

The electoral qualifications of voters for the election of members of the Assembly vary in each Province. In the Transvaal and Orange Free State there is white adult male suffrage for British subjects after six months' residence. In Natal there is, in effect, the same suffrage subject to a small ownership, occupation, or earning qualification. In the Cape of Good Hope no distinction is made between Europeans and non-Europeans, the franchise being open to all adult male British subjects possessing a low ownership, occupation, or earning qualification who can write their name, address, and occupation. There is no Women's Suffrage in South Africa.

In conclusion, each member of the Senate and House of Assembly receives £700 per annum and a free pass over the Union Railways during his membership. Ministers of State receive £2500 per annum, while holding office, and a similar free pass for life. The Prime Minister receives £4000 per annum, and has the use, while Parliament is sitting, of Groot Schuur, formerly the residence of the late Cecil Rhodes.

THE EXECUTIVE POWER.

The Executive Government is vested by the South Africa Act in the King, and is to be administered either by his Majesty in person or by the Governor-General in person. In practice the Governor-General acts by and with the advice of the Executive Council, or in other words, the Union Cabinet. Pretoria is the Executive and Administrative capital of the Union, the various departments of State being housed mainly in the magnificent Union Buildings there situate. They are, however, in the main transferred to Cape Town during the Parliamentary Session, which usually lasts about five months.

THE PROVINCES.

We now pass to the third branch of our enquiry—namely, the relation of the

four Provinces to the Union. The Union of South Africa differs in this respect from the sister Dominions of Canada and Australia. In Canada the powers of the Provinces are crystallised by an Imperial Act, and the balance rests in the central Government. In Australia the powers of the Federal Government are similarly defined, and the residue belongs to the Provinces. In South Africa the Union Parliament is supreme.

In each Province the chief Executive Officer is an Administrator, appointed every five years by the Governor-General in Council, and the Legislative Government is vested in a Provincial Council of not less than twenty-five members, elected by the same persons as those who elect the members of the House of Assembly, but for a period of three years, without the possibility of a prior dissolution. From these members an Executive Committee of four is elected to form, with the Administrator, an Executive Committee for the Province. This Executive Committee controls by law the administration of Provincial affairs.

The legislative powers of Provincial Councils are set out in the South Africa Act, and originally consisted in the main of direct taxation within the Province in order to raise revenue for Provincial purposes, primary and secondary school education, hospitals, municipal institutions, local works other than railways or harbours, roads, markets, bridges, fish and game preservation, and other minor matters.

[Continued on page 620]



THE STately HOME OF THE SOUTH AFRICAN GOVERNMENT AS SEEN FROM THE AIR: A REMARKABLE PHOTOGRAPH OF THE MAGNIFICENT UNION BUILDINGS AT PRETORIA.

The splendid buildings of the Union Government at Pretoria occupy a site described as one of the finest in the world, half-way up Meintjes Kop, overlooking the city. They were designed by Sir Herbert Baker, in modified Grecian style, and comprise a semi-circular colonnade, with two domed towers, between wings with pillared pavilions. The foundation-stone was laid by the Duke of Connaught in 1910, and the buildings were completed in 1913. The cost was £1,180,000.—[Photograph by the South Africa Air Force. Copyright Reserved.]

State, having then received over-representation, must first show an increase over the population they should have had to warrant that treatment.

As soon as the numbers reach 150, Parliament may legislate as it thinks fit as to its numbers; but in the meantime they may not be reduced. To-day the House consists of 135 members, the increase of fourteen having accrued entirely to the Transvaal. The allocation of extra members based upon a periodical census, and the delimitation of electoral divisions, are undertaken by Judges of the Supreme Court of South Africa, all suggestion of political considerations being thereby avoided. Membership of the House is restricted to British subjects of five years' residence, having certain other qualifications, and its life, in the absence of a prior dissolution, is five years.

Its procedure is governed largely by that of the British House of Commons, but, English and Dutch (Afrikaans) being the two official languages of the Union, its proceedings are printed—as, indeed, are all Governmental documents—in both languages; members address the House in either language, and the opening prayer is offered in English and Afrikaans on alternate days. A member opening his speech in one language may not continue it in the other. The Ministers of State must be members of either the Senate or the House of Assembly; they may sit in either House, but may only vote in the one of which they are members.

A BRITISH ENTERPRISE WHOSE PRODUCTS SPAN THE WORLD.

CALLENDER'S CABLE AND CONSTRUCTION COMPANY, LTD.

At Erith, overlooking the river Thames, lie the Factories, Foundries, and Engineering Shops of one of the Greatest Manufacturing Organisations in the British Electrical Industry.



SHOWING A PART OF THE ELECTRIFICATION SCHEME FOR THE BOMBAY-BARODA RAILWAY, INDIA.

CALLENDER'S Cable and Construction Company, founded in 1882 by the late Mr. W. O. Callender, to-day employs 10,000 skilled hands at home and abroad, and its Erith works alone cover an area of fifty acres, in addition to the rubber cable works at Leigh, in Lancashire. From these two centres issue mile after mile of the finest insulated cable in the world, and every day at the Company's own wharves may be seen steamers loading Callender products for India, China, South America, and other lands where electrical development is progressing.

Callenders not only manufacture electrical cables of every description, but their own experts and engineers instal these cables in close co-operation with consumers in every part of the world. Space is limited, but it may be of interest to mention some of the contracts which have been entrusted to the Callender Company. These include—

The complete underground system of electrical distribution in the city of Bombay.

The cables for the Great Indian Peninsular Railway, the first railway in India to adopt electricity as a means of propulsion.

Contracts in Delhi, Calcutta, Madras, Rangoon, and Singapore. All these result from the Company's enterprising pioneer work overseas, dating from 1904, when they opened their own office in Bombay, with a staff specially sent from England. They now have a complete organisation on similar lines in Shanghai, and are carrying out work in Hong-Kong and other cities of China.

The electrification of the town of Khartoum, and other work in the Sudan. Extensive contracts for cables and their laying in Brazil and Monte Video, and very important installations in Santiago and Valparaiso.

The secret of the world-wide reputation earned by Callenders Cable and Construction Company is contained in the very name of the organisation itself—Cable and Construction, in other words, the Company's Product and its Service.

THE PRODUCT.—Callenders manufacture heavy main cables at their Belvedere Works, telegraph and telephone light cables at their Picardy Works, and rubber-insulated cables and wires at their works at Leigh, Lancashire. A chain is as strong as its weakest link, and the same is true of electrical cables. Callenders make sure that there are no weaknesses in their productions by the most careful and rigorous testing of every yard of cable.

Where work is undertaken for Home or Foreign Governments, every facility is afforded for Government experts to inspect each stage, and to see that cables and ancillary apparatus are manufactured to specification, and pass all tests imposed by Government authorities.

In addition to the finely equipped testing laboratories there are research laboratories, both electrical and chemical, where the Company's experts



SIR THOMAS OCTAVIUS CALLENDER, M.I.E.E., J.P.
MANAGING-DIRECTOR OF CALLENDERS CABLE AND
CONSTRUCTION COMPANY, LTD.

are continually working to keep pace with the march of science and the demands of civilisation.

Other branches of this great organisation include the Joint Box and Engineering Departments, which render Callenders independent of outside conditions for such items as joint boxes and switchgear, and enable the Company to ensure that these important auxiliaries are of the same high grade as the rest of their installations.

Further, special staffs handle the questions of underground and overhead transmission, and the Company's international experience renders it capable of introducing electric power to any part of the world, utilising Nature where practicable, and outwitting her where necessary.

Forty-five years of cable-making have brought into being some remarkable products in Callenders workshops. Among these are the 55,000 volt cable for Holland; C.T.S. cable, sheathed with a tough and durable rubber known as "cab-tyre"; "Ancalite" cables for railway signalling work; "Kalanite" insulating material, a product of exceptional wearing quality, and the Callender Wiring System, a method of house wiring by means of rubber-insulated, metal-sheathed cables.

Lastly may be mentioned the "Kay" Tower, a special pole for overhead transmission. This pole, which is very portable, can be designed to meet any condition of loading, and can be erected in good or bad foundations.

THE SERVICE.—The Callender Company possesses an admirable system of branch offices and special agents, distributed throughout the world's industrial centres, and all in close touch with the head office at Hamilton House, London. Their representatives are chosen men of long experience, willing to assist clients with advice, quotations, or samples, in every possible way. Unfailing promptitude and courtesy are aimed at by the Company throughout its business dealings, and its relations with clients are always of the happiest.

No contract is too large or too complicated for the Company to handle, and Callender engineers are to-day installing cable for Governments, municipalities and other bodies both at home and abroad. Everywhere the cables of this great undertaking are carrying light, power, and comfort to millions, giving silent, unfailing service, and all over the world where Electricity is making new friends, it may be said that Callenders usher her in and effect her introductions.



TWO DRUMS OF 33,000-VOLT SUPER-TENSION CABLE PASSING CIRCULAR QUAY, SYDNEY, TO THE SCENE OF OPERATION.

South African Agents: Messrs. WILSON & HERD, Northern Trust Buildings, Commissioner Street, Johannesburg.
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WITH A BRITISH CAR IN THE UNION OF SOUTH AFRICA.

By MAJOR E. C. BARNES.

THE open spaces and blue skies of South Africa—what an ideal background for a motoring holiday! Long runs without meeting anything but a few monkeys, wild birds, natives from some nearby kraal, a few wagons or Cape carts, and occasionally another motorist—what joy after our crowded English roads, where it is difficult now to find any spot away from the madding crowd! It is all so easy if you have the love of the open road and Nature. You can ship your car at Southampton with as little fuss as if she were merely crossing the Channel. You will see her again at Cape Town, and find her without even a scratch on her paint-work. The Customs authorities will there ask you

clearance desired was selected. This car had three forward speeds only, and, although it did the 5000-mile trip without failing, I should recommend for these Colonial roads the four-speed model.

This car, a touring model, carried myself as driver, three passengers, four suit-cases, a hold-all of large dimensions full of coats and rugs (necessities in the cool early morning starts and late arrivals), two lunch-baskets, the usual collection of motorists' odds and ends, and a large stock of spare parts. The mileage covered on bad African roads was over 5000, and the fact that none of these spares was really required speaks well for the sturdiness of that particular British car. Its price being well below the £300 mark, I am quite confident that many another make of British car, provided its weight, track, and clearance were right, would have stood up as well to the very severe test I gave it.

I must explain here that, although the trip I am to describe is one through the Union of South Africa—*i.e.*, Cape Colony, Natal, Orange River Colony, and the Transvaal—I had, before leaving England, and possibly rashly, made the statement that the car I was taking out, an ordinary touring model as sold to the general public, was good enough to reach the Victoria Falls. Throughout the Union, provided consideration is given to the enormous distances and the sparseness of the motoring public—who are presumably the only people who could be called on to pay for road upkeep—the roads must be considered good, with a few exceptions. The gruelling part of the test this car underwent was the last lap of

its outward journey, the part from Bulawayo to the Victoria Falls and back, our British car being the first car of any make to do this journey. The only one that was known to have gone through and come back was the road engineer's Ford, and presumably he had to go. The road, as a road, did not exist except in a few places; a few poles stood up in the long grass to show where it was to go, and pitfalls were numerous. I can only compare most of it to a field recently ploughed: the earth turned by the plough has been hardened by the sun, and the hay has grown up again high enough to reach above the top of the hood. Driving on it was like a nightmare, but this part of the trip must be another story. I am trying, in this account, to show the Union of South Africa as a motorist's paradise though a road hog's despair, and to show that British cars, or some of them, are what South Africans should invest in. I have merely mentioned the Bulawayo-Victoria Falls road as being as gruelling a test as any present-day British car has undergone. If it can stand up to that it will last for ever on the roads in the Union.

It is difficult to say what we expected to find in the way of roads on our tour. From the day when we first visited South Africa House in Trafalgar Square, where we got much useful information, to the day when we actually left Cape Town, we got many and very varied descriptions of what to expect. I knew the roads in many parts as they existed more than a quarter of a century ago, but had no notion what improvements or additions had been made and, moreover, knew nothing of the road leading to Durban, our first destination from Cape Town. Very sound advice given us there was that we should on no account attempt what is known as the Garden Route from Mossel Bay eastwards during the wet

season, and we wisely left this part to be undertaken on our return journey. The one point all our informants agreed on was that we were not to expect good roads. This, however, did not worry us; we were not out to break records, and, new as she was, we had unbounded faith in our British car.

Discussing with me where we were to put up at nights, one of our party aptly described us as "car tramps," and I can think of no better description. We had decided that we would go through Durban to Johannesburg, on to Messina and the Limpopo or Crocodile River, and, after visiting Southern Rhodesia, we would, provided our car had stood up to the Victoria Falls test, return through Bloemfontein to Durban again and thence to our ship at Cape Town. Beyond this we had no plans, had no idea where we would rest each night, and, indeed, cared less. We were out to enjoy ourselves, and, as it transpired, we often did little more than a hundred miles in a whole day's run, so often were we tempted to stay and admire the scenery or spend a lazy hour over our picnic lunch in some beauty spot. A word here as to hotels in the Union. I and my party are full of praise of these. At those in the most isolated places we found clean, well-aired beds to be the rule and not the exception. And as for food—well, we all agreed that South Africans must be fond of good feeding, as a four- or five-course dinner, well cooked, was nearly always to be had, even when our arrival was late and unnoticed.

We started our travels after two days of brilliant sunshine at Cape Town. In spite of this, for that time of year, unusual weather, we found the town itself disappointing, though the surroundings, Table Mountain and the Peninsula, undoubtedly more than made up for this. Our actual start was in heavy rain; this rain had unfortunately preceded us, and for the first 600 miles of our journey to Durban we found all roads heavily waterlogged. On the first day the rain and cloud obscured our view, and we must have missed a lot of fine scenery on our run to Swellendam.

On our next day's run to Mossel Bay we made our first acquaintance with gate country. We had received many warnings and much advice about these gates. To those travelling in the dark, they were not always visible, and we found much evidence of this in gates broken, obviously by cars, and it was apparent from the weight of some of these that it was not only they that suffered in the collisions. At many, but not all, of these gates, piccaninnies, and even sometimes grown-up natives, would be waiting ready to open them, and hoping for reward. At first we carried a large stock of coppers, and our rule was a penny per gate; eventually these were found to be so numerous that we bought, instead, sweets, tobacco,



A GRAND COAST ROAD FOR THE SOUTH AFRICAN MOTORIST: A TYPICAL SECTION OF THE MARINE DRIVE, CAPE PENINSULA, WITH ITS BEAUTIFUL VIEWS OF CLIFF AND SEA.

to deposit with them the duty at 20 per cent. on her value, the whole amount returnable if you take her out of the country within six months. You or your driver will have to be examined for, and take out, a driving license. This lasts, not for a year, but for life; presumably an inducement to you to return and drive again in Africa.

I went out on the trip I am about to describe determined to show the motor-purchasing public of South Africa that, although they had apparently decided that American cars were the only ones which could suit their roads and purses, they were wrong, and that a British car could go anywhere and give them better and more economical service. I might add that many acquaintances I made on this tour gave it me as their opinion that, if only the British manufacturers would meet them in the matter of their requirements, the majority of Colonial purchasers would prefer to own British cars.

In selecting the car for the job I decided that preference must be given to one built to meet Colonial requirements. Bearing in mind the nature of the roads to be travelled on—chiefly mud-tracks, deeply rutted by ox-wagon wheels, rocky where drifts had to be negotiated, and possibly heavily waterlogged after rains—I considered a ground-clearance of at least 92 inches, and more if possible, to be absolutely necessary. A track of 4 ft. 8 in. or standard track was the next most important consideration. The ox-wagon track is standard, and a car with any other would be travelling with one wheel continually on the side and not the bottom of the rut, causing, by doing so, undue strain on wheel-bearings. Lightness was an important point. Our car unloaded weighed less than 20 cwt., and many a time I realised that even an extra hundredweight or two would have caused her to sink deeper in the water-logged roads, and possibly prevented her getting through, as she did on the whole trip, entirely under her own power. Thinking financially, economy in petrol consumption was of great importance. The price of petrol at the ports in South Africa is, or was then, 3s. per gallon, rising to as much as 5s. when we reached Lower Rhodesia; and for that reason, if for no other, the British car built for Colonial requirements ought to be able to hold its own in the African market. Eventually a 14-h.p. (R.A.C. rating 13.9) four-cylinder car with the track and



IN A LOVELY WOODED COMBE REMINISCENT OF DEVONSHIRE: CARS HALTED NEAR A BRIDGE OVER THE TOUW RIVER ON THE ROAD TO KNYSNA, CAPE PROVINCE.

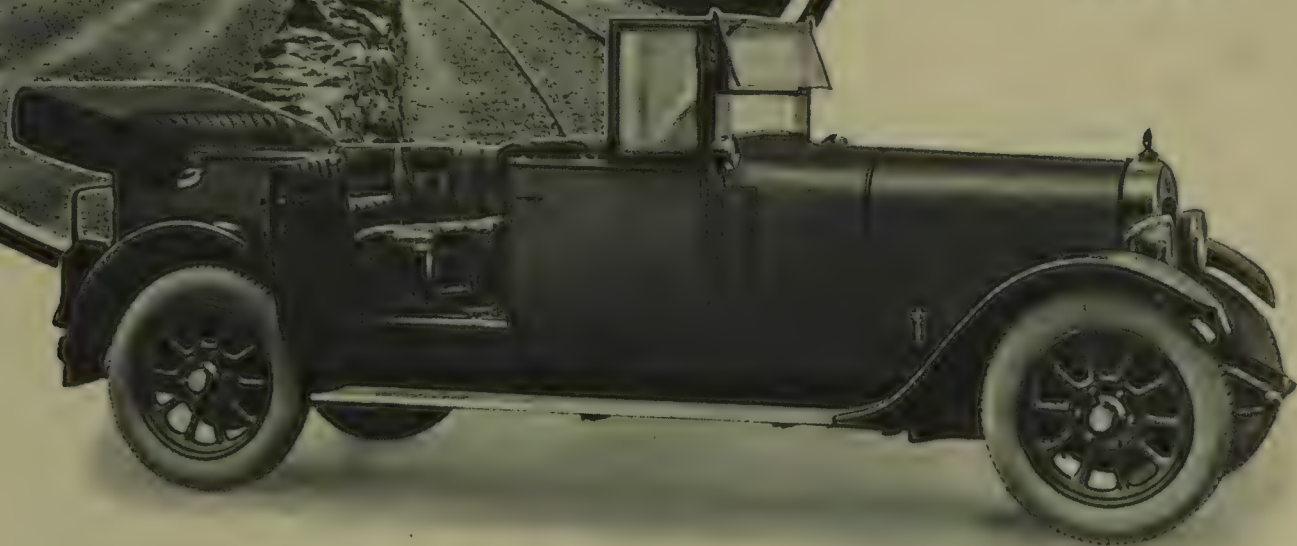
Photographs on this page by the South African Railways and Harbours Publicity Department.

and cigarettes, all ready rolled up in little packets and sold obviously for this purpose. From Mossel Bay we intended to run over the Montagu Pass, but it was not until we had gone many miles and found ourselves at the top of a long stiff climb that we discovered that we had taken the wrong turning and were actually at the top of the Robinsom Pass. This

[Continued overleaf.]



Entrance to the
HEX RIVER VALLEY
(Cape Province)
(Reproduced by courtesy of the
South African State Railways)



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South Africa says "Austin" and South Africa should know

Splendid as some of the main roads of South Africa now are, motoring in the Union Provinces is very different from anything we experience at home. When one leaves the beaten track, conditions often become such as only a car of the very finest capabilities can long withstand. South Africa's insistent call for Austin cars has therefore a deep significance. Where conditions are really tough, only an Austin's good enough. All models for the coming season are of the same high standard of quality that has characterised them in the past. Prices, however, are substantially reduced.

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Continued.]

fact did not disturb us; our road led somewhere, the scenery was wonderful, wild flowers were everywhere, and we found, eventually, a very good lunch at an hotel in that delightful town, Oudtshoorn, and saw ostrich farms for the first time.

We took eight days over the run from Cape Town to Durban, the first lap of our journey, 1150 miles by our speedometer. So we travelled leisurely. We were often delayed by one or other of our party insisting on stopping for a good long look at the scenery, the variety and grandeur of which came as a surprise to us all. Snow-covered mountains on the one side, distant sea on the other. Those same snow-covered mountains, viewed by moonlight, when they seemed so close that we could almost touch them, will be a lasting memory, also the wonderful Transkei country, all dotted with kraals and orange-coloured cacti, the natives in their blankets of the same colour; we were certain they must be dyed with juice from the cactus flowers. Our car behaved splendidly: twice bogged to the axles, she pulled through under her own power. I had omitted to purchase chains for her in England, and in Cape Town could get none to fit, but, after her display on that first lap with its water-logged roads, I decided that chains were superfluous. I was right, but would advise, however, that chains be included in the car's equipment.



AMIDST GLORIOUS MOUNTAIN SCENERY: A CAR ON THE FAMOUS MONTAGU PASS, NEAR GEORGE, IN THE CAPE PROVINCE.

I got through without them, but at times with difficulty.

Leisurely though our pace was, we must have hurried a little when approaching that very delightful place, Durban, as I see that my car log-book shows that on each of the last two days we did 225 miles. To those who know the road from Humansdorp through Mount Ayliff (where we took the wrong turning), and on past Port Shepstone, this will represent pretty good going. Our way north from Durban led us through what was to me familiar ground—Colenso, Tugela Heights, Spion Kop, Ladysmith, and on through Laing's Nek into the Transvaal. I drove the car to within twenty minutes' climb of the top of Spion Kop, and a very breathless party of car tramps were given on that miniature battlefield a lecture on strategy and tactics which gave them time for a breather, if nothing else.

Touring a vast country like the Union, one has to expect to find oneself somewhere at the wrong season of the year, and this must have been our luck at Johannesburg. We stayed only long enough for a two-day rest and a descent to the nethermost depths of the deepest mine in the world. We were longing for the warmth promised us at Messina and the drift over the Limpopo. At Pretoria, too, the weather was unkind to us, and we packed again and hurried on. We were, after all, to see both these fine towns under better climatic conditions on the return trip.

[Continued overleaf.]



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Continued.]

Pretoria to Warmbaths, a distance of about fifteen miles, was one prolonged skid. Rain had again preceded us, and I have never driven on a road my car gripped less. Pietersburg to Messina was a wonderful run. The white church at Louis Trickard, visible twenty miles away, as it stands out against a mountain background, was aptly called by one of my party a Noah's Ark church. It looked exactly like a toy. Down through the Wildepoort we went to the jungle country, through miles of which we motored to Messina and the Limpopo. It was dark before we reached our destination, and we saw many eyes ahead reflecting the light from our car's head-lamps.

The return journey from Messina to Jo'burg, though on a familiar road, was all interesting. We were looking at the reverse side of what we had seen on our way north, so it all appeared new to us. It was not till we were in the Orange River Colony and making for Bloemfontein that we really complained of the lack of signposts. For hours we were lost and in the dark, and eventually came into Bloemfontein from the direction of Kimberley, having travelled where no car, not even a Ford, had ever been seen. Over the Drakensberg to Ladysmith again was our direction, and somewhere nearing the Basutoland border we got stuck in the most unexpected manner. We were climbing; a gate appeared ahead, a piccaninny to open it; a penny thrown, a hand waved

as we dashed through—and straight into deep sand. From every direction appeared more piccanins, and we were pushed through that sand and the labourers rewarded. Thinking the incident over later, and realising that there was no sand anywhere but just

at it, made me fear the worst. It looked like the side of a house, with boulders and stones everywhere. I put the car straight into first gear and hoped for the best. We got down, and at the bottom found a deep drift, and an American car in it blocking the

whole road. The driver was getting into the water to go round and clean his plugs, which had all oiled up. Our British product was ticking over quietly and firing on all four. Here, however, I made a mistake: I tried to go round that car in the drift, and got hopelessly stuck between two large rocks, and had to wait there, alongside that dirty-plugged fellow, till he had cleaned them, taken his car out, and come back to help me. More haste less speed!

After a few days in Durban, where the hot weather gave us a chance of making full use of the wonderful sea-water bath on the front, we were off again on the last lap to Cape Town and our steamer. On the first day out a lacking signpost found us again on the wrong road; but this time there were no complaints. The mistake led us into Port St. John's, undoubtedly one of the world's beauty spots. We were delighted. It was all so unlike anything

we had seen on the whole trip. The scenery was wonderful, and the little town looked so peaceful and happy. Tropical vegetation everywhere, bananas, oranges, pawpaws, growing as if they loved to grow.

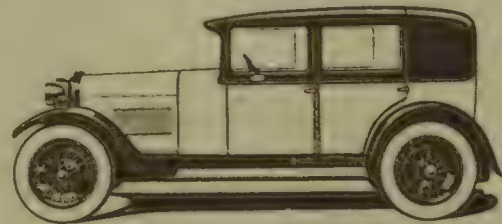
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A MAGNIFICENT VIEW FROM MAGOEBAS KLOOF, IN THE NORTHERN TRANSVAAL: THE MANY-WINDING ROAD THROUGH A VAST EXpanse OF ROLLING VELD.

by that gate, I reluctantly came to the conclusion that those piccanins were smarter than they looked. Their spare time was spent bringing sand from somewhere to put on the road by that gate!

The road down the Drakensberg, when I looked

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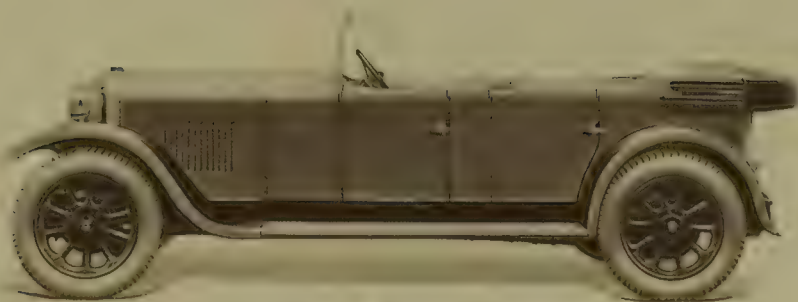
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16 h.p. Six-Cyl. Sunbeam Touring Car.



20 h.p. Six-Cyl. Sunbeam Touring Car.



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(Continued.)

Certainly a spot to laze in and forget the world; the nearest railway station sixty miles away, and the harbour only navigable by the smallest craft. We, however, with a boat to catch, had to hurry on, though the little town nearly had its way and kept us. Very heavy rain that night made the roads out almost impassable, and for the first time the driver really longed for chains. The car, however, being British, did everything but give in, and, though we went backwards many times, eventually got us through. Nearing the Garden Route through George and Knysna, we were warned that the roads were still not dry enough for that route to be practicable. However, nothing venture nothing have; we might never get the chance again, so we decided to risk all and go through. Many a time we stuck, but it was well worth it. In a short article like this it is impossible to describe and do justice to that truly wonderful Garden Route, and I can only mention three beauty spots which particularly impressed us. First, the deep gorge just after leaving Coldstream, which should be entered, as we entered it, with the sun only just risen. The road winds down and down till all light seems to be left behind you. At the very bottom is a stream, on the banks of which grow flowers which are treasured in many a greenhouse in England. Up again to light and sun, and on to the second beauty spot, where, coming suddenly round a bend in the road, the sea lies below you, a line of



"A LITTLE BIT OF HEAVEN" FOR THE MOTORIST IN SOUTH AFRICA: GLORIOUS WOODLAND SCENERY ON THE ROAD BETWEEN GEORGE AND KNYSNA.

Official Photograph by the South African Railways.

surf on a sandy shore, a line of rock—or is it coral?—and a blue lagoon. Later on that same day we reached the third spot, well named The Wilderness, and impossible to describe, marred only when a turn in the road discloses ugly modern buildings on its very edge. And so back to Cape Town. No rain now, the roads dry, and the car, our British car, pulling better than when she started on this 5000-mile trip, her engine not yet decarbonised, and her compression perfect.

As to tyres, any good make; but I would advise balloons. They may need a little more attention to ensure correct pressure, but I doubt if the old high-pressure tyres would have seen us through without chains. Four-wheel brakes, of course—these South African roads need watching; sluits cut across the road to take the water off, sometimes square-cut, make quick pulling up essential. Shock-absorbers all round save the springs, the car, and yourselves when these sluits have to be crossed. Coil ignition is now so reliable that I suppose a magneto is no longer necessary. I am, perhaps, old-fashioned, but I do prefer, particularly in back-of-beyond places, to have my actual motive power independent of the battery.

Should any readers follow our example and become car tramps through the Union of South Africa, I can guarantee that, provided they have a love of adventure, they will end their tour wishing, as we did, that it was only beginning.

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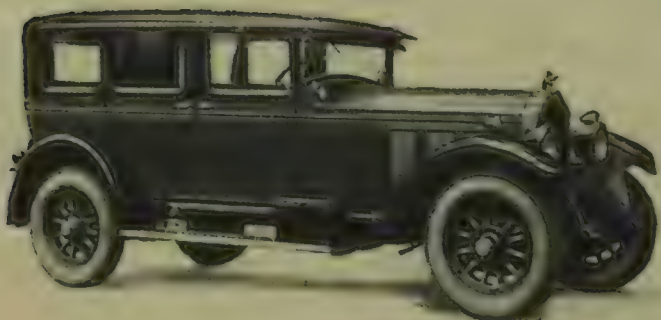
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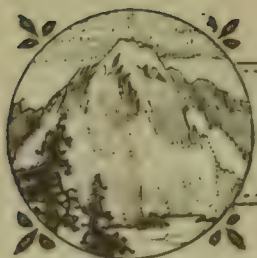
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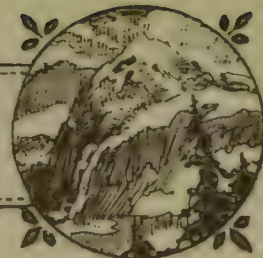
Mr. Tucker, of Melbourne, in his 10 h.p. Swift.





TRAVEL IN SOUTH AFRICA: RAILWAYS, ROADS, AND HOTELS.

By G. E. CHITTENDEN.



IN spite of the rapid colonisation and opening up of large portions of Africa, particularly within the past half-century, it has been associated for so long with the term "The Dark Continent" that most parts of it still retain a reputation in Europe for unhealthiness and impenetrability by the ordinary traveller. This belief even applies to the southern portions of the continent, situated in the temperate zone, between latitudes 16 deg. South and 35 deg. South, where the history of permanent European colonisation dates back to the middle of the seventeenth century.

Here, developments within the past twenty or thirty years have been very remarkable. To-day, Southern Africa, which for the present purpose means the Dominion of the Union of South Africa, possesses close upon 13,000 open miles of railways, and over 70,000 miles of roads negotiable by animal and mechanical transport. This combined rail and road system serves a European population of about 1,750,000, and 6,000,000 persons of coloured race settled in approximately 800,000 square miles of territory, which, in the existing state of its development, holds an unusual variety of interests and possibilities for the traveller.

Though it is country which has passed far beyond the initial stages of colonisation, it has not yet been so intensively settled as to have lost the inherent appeal of the primitive. The contrasts are very marked. There are large cities and towns, linked up by up-to-date rail services, where the modern standards of European life prevail, and where social life is almost as highly organised as in Europe—in such centres, for example, as Cape Town, Port Elizabeth, East London, Durban, Johannesburg, Pretoria, Bulawayo, and many others. Between these larger centres there are literally hundreds of square miles of open country, very sparsely populated for the greater part, but highly productive in certain areas. In other parts, such as the Sabie Game Reserve (Kruger National Park), the Drakensberg regions, and the Addo Bush, the open spaces are practically unreclaimed. It is in these vividly contrasting conditions that much of the fascination and interest of South African travel is to be found, though on first acquaintance the visitor from the more populous centres of Europe finds the distances and unconfined spaces rather baffling and overwhelming.

The journey by road from Land's End to John o' Groat's is about 780 miles, over a route strung together by a succession of cities, towns, villages and farms. A corresponding journey from one end of

population of 20,000. Yet it is a journey fascinating to a degree—leading through the green valleys, orchards and vineyards of the Cape Western Province, followed by a dramatic ascent of the lofty Hex River Mountains to the untitled solitudes of the Karroo, with hushed ranges of mountains in the immense distances, and then on through the monotonous, yet richly diamondiferous, region of Griqualand, rising imperceptibly throughout the journey to the open plains of the High Veld of the Transvaal, where the congested industrial areas of Johannesburg and the



A SCENE OF AWE-INSPIRING GRANDEUR ON SOUTH AFRICAN RAILWAYS: A TRAIN PASSING BETWEEN THE ENORMOUS CRAGS OF THE TOVERWATER GORGE, IN CAPE PROVINCE.

"Toverwater Poort" (says the *South and East African Year-Book*) "is a narrow awesome defile, in which it is proposed to build a dam 120 ft. high to irrigate land on the Oudtshoorn side. El Kantara 'the Gate of the Sudan,' is a mere toy in comparison. Should the dam be made, the railway will have to pass through it by means of a tube, or must be carried some twenty miles round."

Witwatersrand are situated hundreds of miles from the nearest seaports.

A first journey into the country is always memorable, partly for its startling, almost frightening, revelations of the meaning of space, and yet inspiring because of the invigorating clarity of the atmosphere, sterilised by the perpetual influence of sunshine, with far, clear-cut horizons unlike the vistas of Northern lands.

Apart from these features, a first journey in the country is a happy discovery in reasonable costs of travel, and, incidentally, provides something new from a transportation point of view. The railways are laid to a standard gauge of 3 ft. 6 in., compared with the average English standard of 4 ft. 8½ in., though the South African rolling stock is frequently wider and heavier. Main line passenger coaches consist of corridor stock arranged on the compartment system, which ensures comfortable day and night accommodation and privacy for travelling parties. All long-distance trains are connected throughout, and are equipped with restaurant cars which supply high-class catering services on both the *table d'hôte* and *à la carte* systems.

Owing to the severity of the ruling gradients and curvature, combined with the average length of journeys, the speed of the services on most routes does not always equal the fast passenger schedules of Great Britain, Europe, and America, but a good average speed is maintained, and the running is uniformly comfortable and safe. The wonderful engineering feats achieved in the construction of many of the main routes over the summits of lofty ranges of mountains, and frequently through extremely rugged and broken country, are impressive, and have done much to enhance the natural scenic attractions of rail travel.

The transportation service of the Union is Government owned, and is efficiently administered as a State service. The imposition of tariffs is regulated by special legislation, and the passenger fares are amongst the lowest in the world. A first-class rail journey of 4000 miles, which would take the traveller in comfort through a greater part of the country, costs £18 4s. 9d., an average of 1½d. per mile. No extra fee is levied for sleeping accommodation, even on the *trains-de-luxe*, beyond a nominal charge of 3s. for a complete set of sterilised bedding. The

inclusive charge for a full service of three meals on the trains (*table d'hôte*) is 10s. 6d. per day, and the general standard of services compares favourably with British and Continental railways.

Compared with Continental journeys, travel in the Union of South Africa has a distinct advantage for the British visitor—there are no frontiers to cross, which eliminates the minor annoyances and delays of Customs, passports, and other formalities. With the whole of the railway system operated under Government control, all the arrangements for travel are closely co-ordinated, and within the past year a special Tourist and Travel Department has been organised for individual visitors and travelling parties, who are met, if required, on arrival in the country, and assisted with advice concerning journeys, hotel accommodation, motor-tours, etc. For the wealthier type of traveller, private railway saloons with independent and self-contained catering and sleeping services may be hired, and attached to trains on any of the services.

Hotel accommodation in South Africa has occasionally been the subject of unfavourable comment by visitors new to the country. This has arisen as a result of unsatisfactory experiences in certain of the small hostels in some of the outlying country districts, where the demand for hotel accommodation for tourists has not yet been felt to any extent. Within the past few years the steady growth of tourist traffic to the country has given a great incentive to the all-round improvement of hotels, and in the larger towns the general standard of accommodation is excellent. The first-class hotels in the principal cities are not far behind those of Europe. The scale of charges is usually based on an inclusive tariff—that is, an inclusive charge per day for residence and all meals and services, ranging from 12s. 6d. to about 25s. *per diem*, with special terms on a weekly and monthly basis. *De luxe* accommodation is provided at the leading hotels at correspondingly higher rates.

The widely travelled person, accustomed to the relatively high costs of journeys and good tables in Europe and America, will find the corresponding costs in South Africa considerably lower, with very little inferiority of services and with many advantages. He will also discover a new realm of interest—a vast country, in fact, which is practically untravellered in the sense that its natural attractions and resources, its splendid climate and beautiful resorts, are not generally known. Perhaps this is the greatest attraction of South Africa. It is not over-crowded, and travel in any part of the sub-continent is restful



A SITTING-ROOM BY DAY: A ROOMY, COMFORTABLE, AND WELL-VENTILATED SLEEPING COMPARTMENT ON THE SOUTH AFRICAN RAILWAYS, WITH A FOLDING TABLE LET DOWN OVER THE WASH-STAND.

South Africa to the other is very different. There, the traveller literally leaves civilisation and goes out into the blue of the unoccupied spaces. The most direct route by rail from Cape Town to Johannesburg, which is the heart and the metropolis of South Africa, is 900 miles, entailing a journey of about twenty-eight hours by express train, and a climb from sea-level to an altitude of close upon 6000 feet. Only two or three towns of any size or importance are passed *en route*, the largest being Kimberley, with a white



A BED-ROOM BY NIGHT: THE SAME COMPARTMENT (AS SEEN IN THE ADJOINING PHOTOGRAPH) WITH FOUR BUNKS IN POSITION, AND THE TABLE FOLDED AGAINST THE WALL, WITH THE MIRROR ABOVE THE WASH-STAND.

either by rail or by road. The quality of the air and the invigorating influences of the constant sunshine in a temperate zone are remarkable, while the fresh fruits and products are splendid tonics in season. It offers wonderful sea-bathing and fishing all round its shores, and its inland areas still afford some of the finest game shooting in the world. It is a British Dominion which offers a splendid field of exploration for the traveller who has done the conventional rounds in Europe or America.

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UNION CASTLE LINE, West End Agency, 125, Pall Mall, S.W. 1.

A WINTER HOLIDAY IN SOUTH AFRICA.

THOSE who are thinking of going abroad for the winter cannot do better than consider the delights of a holiday in South Africa, a fascinating land containing every variety of scenery imaginable—rugged mountains, sunlit valleys, open spaces or charming sea-coasts. The facilities which the well-planned towns and health resorts of South Africa offer for all kinds of summer sports and social amusements are unrivalled. There are many pleasant and interesting excursions to arrange, such as the Victoria Falls, the gold or diamond fields, or the Kruger National Park, where many varieties of fauna may be observed in their natural state. There is great interest, too, in the life and customs of the natives. The voyage to the Cape is in itself a delightful holiday by one of the luxurious mail steamers which leave Southampton weekly. It is justly known as "the world's fair-weather voyage." Madeira is reached in three and a half days. Here the vessel anchors in the lovely Bay of Funchal, where passengers may land and visit the beautiful island. For the remaining fourteen days of the voyage sports and entertainments are arranged on board, and the voyage passes pleasantly until Table Mountain comes into sight.

Arrangements have been made for special Christmas and New Year tours to South Africa this year at greatly reduced return fares by mail steamers sailing on Dec. 9, 1927, and Jan. 13 and 20, 1928. By taking advantage of one of these tours, it is possible to travel to Cape Town and back for £90 first class, £60 second class, or £30 third class. Particulars of these tours are set out in a book, "In the Track of

the Sun," and an illustrated folder will be sent post free on application to the Union Castle Mail Steamship Company, Ltd., 3, Fenchurch Street, London, E.C.3.

On the lower slopes of Table Mountain, looking across the city of Cape Town and the blue waters of

winter find in this splendid hotel all the comforts of home combined with the best that South Africa has to offer.

With the remarkable development in tourist traffic to the Dominion of South Africa in the past few years, many travel agencies are establishing representative offices in the country for the purpose of catering for this growing volume of traffic. The pioneers in this Dominion, however, as in so many other countries, are the world-famed firm of Messrs. Thomas Cook and Son, Ltd., who perceived the enormous possibilities of South African travel thirty years ago, and to-day handle, either directly or indirectly, a considerable proportion of the tourists who go South. As in Europe, so in South Africa, "the man from Cook's" is to be seen in all the larger towns and cities of South Africa, and the organisation of this enterprising travel firm extends systematically throughout the sub-continent.

The Queen's Hotel, ideally situated at Sea Point, on the coastline of the Cape peninsula, overlooking the open space of the Atlantic Ocean, is one of the hotels which cater especially for visitors to South Africa. A modern establishment in every sense of the word, it is equipped with beautiful dining-rooms and public reception facilities. One of its most attractive features is an open Palm Court, where fashionable

dances and cabarets are given during the Cape season. Dining under the clear night skies of the Southern Cross is a novel and enchanting experience. The hotel has delightful grounds, with tennis-courts, and a short walk down the foreshore gives one an opportunity of a bathe in the Atlantic.



EQUIPPED WITH ALL THE AMENITIES OF A FIRST-RATE RESTAURANT: A DINING-SALOON ON THE SOUTH AFRICAN RAILWAYS, NOTED FOR AN EXCELLENT CUISINE.

Table Bay, stands the Mount Nelson Hotel. With its beautiful grounds, its spacious public rooms, and its luxurious private suites, the Mount Nelson is one of the social centres of Cape Town. Overseas visitors who are turning their attention to the Union as a land of change and sunshine during the European

THAT HOLIDAY AT THE CAPE!

If it is all the thing that it can be, you'll have a wonderful time. Start right by staying at the Queen's—the hotel that makes a holiday.

At the Queen's you'll be away from home without being away from the comfort of home. You'll be enjoying the wonderful climate and scenery of a new land without missing the comfort of old customs. Unlooked-for luxury and scarcely-hoped-for perfection of management, such, for instance, as a private telephone to every room.

The Queen's is an hotel that would be outstandingly good anywhere in the world. In South Africa it is supreme.



View from Stoep



View of the Hotel



The Dining Room

For men on business!

—the Queen's has unequalled facilities of service. Such men will appreciate the compact suites. They will find their every wish anticipated, and all conveniences at hand.

The QUEEN'S HOTEL
Inevitably chosen as Best

FIRE SNOW

The British Triumph of Science with Practice in Fire Fighting

NO FIRE CAN LIVE UNDER A FALL OF FIRE SNOW.



THE BEST FIRE EXTINGUISHER IN THE WORLD
for fires of petrol, oils, and all highly inflammable materials and liquids.

The appliance is automatic and instantaneous in action. Generates its own pressure and throws a steady, continuous stream. Absolutely safe to use in confined places, no noxious vapours. There is no pumping, you simply hold the extinguisher and direct the stream. Fire Snow does the work.



SOME FIRE SNOW SUCCESSES

Over 12,000 Fire Snow extinguishers and 50,000 Fire Snow re-charges have been supplied to the British Government for use in the Navy, Army, Air Force, and Depôts throughout the Empire.

Railway Companies in all parts of the world have adopted Fire Snow extinguishers. The London, Midland, and Scottish Railway Co., have recently been supplied with over 2,000 Fire Snow extinguishers for Transport Service.

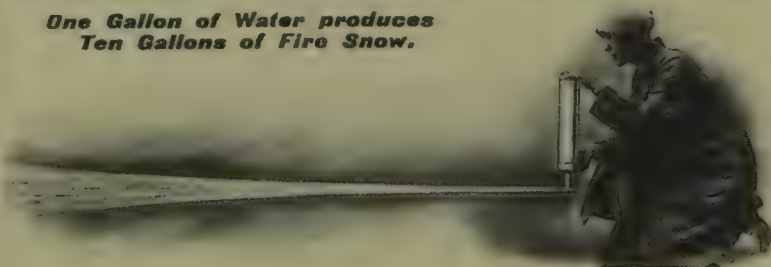
Fire Snow extinguishers are used by the principal Corporation Tramway Departments, and Motor Bus Companies. Most of the large Manufacturing Firms in Great Britain use Fire Snow extinguishers.

City Fire Brigades in most countries carry Fire Snow extinguishers; amongst those at home are:

London.	Edinburgh.	Dublin.	Cardiff.
Birmingham.	Manchester.	Nottingham.	Leicester.
Newcastle.	Sunderland.	Dundee.	Aberdeen.
Stoke-on-Trent.	Portsmouth.	Southampton.	Plymouth.
Coventry.	Oldham.	Huddersfield.	Norwich.

FIRE SNOW EXTINGUISHERS ARE MADE IN SIZES FROM ONE QUART TO THIRTY GALLON CAPACITY.

*One Gallon of Water produces
Ten Gallons of Fire Snow.*



Sole Manufacturers and Patentees—

JOHN MORRIS (FIRE SNOW), LIMITED,
Mulberry St., Albert Square, MANCHESTER, ENGLAND.

Telegrams: "FIRESNOW, MANCHESTER"
Telephone: CITY 7738

(No connection with any other firm)

DEGREES OF ENJOYMENT



At Home—Christmas — thermometer somewhere about 38°—shivers and fires!

Christmas and the New Year in South Africa—thermometer somewhere round a serene 70° all the time. It's summer. Time for sports, open-air pleasures and drives in a charming country of magnificent beauty—

SOUTH AFRICA

THE EMPIRE'S RIVIERA
WEEKLY ROYAL MAIL SERVICE

Special Christmas and New Year
**TOURS TO
SOUTH AFRICA**

AT REDUCED RETURN FARES.

by Mail Steamers from Southampton
Dec. 9th, 1927, January 13th & 20th, 1928

Write for particulars to:—

**UNION-CASTLE
LINE**

Head Office: 3 Fenchurch St., London, E.C.3
West End Agency: 125, Pall Mall, London, S.W.1.

Finance, Banking, and Commerce of South Africa.

WITH its rich resources, it is natural that the commercial and industrial development of South Africa should be rapid, but it requires some effort of imagination to realise the extent of the progress made during the last sixty or seventy years.

In 1862 steam-ship communication with England occupied over forty days, the cable was not in existence, and postage to England cost a shilling a letter. Telegraph wires had only been laid for a few miles close to the coast, and the first railway was under construction from Cape Town to Wellington, a distance of not more than forty-five miles. Africa was then known as the Dark Continent, and, apart from Egypt and the colonies of the Cape of Good Hope and Natal, the area beyond the fringe of the coast line was mostly a blank space on the map. The overseas export trade of Cape Colony and Natal barely exceeded two millions sterling, and the gold-fields and diamond-mines were, of course, undiscovered.

Compared with that time, present conditions reflect a very remarkable and rapid development. There are now over 15,000 miles of railways in South Africa, and the service compares very favourably with railways in any part of the world. Over forty million pounds' worth of gold and ten million pounds' worth of diamonds are produced annually, in addition to thirty millions pounds' worth of wool and other agricultural produce. The overseas trade has now reached a sum of £162,000,000 annually, and, far from being an unknown country, South Africa has taken its place as one of the great dominions of the Empire.

In the early days banking in South Africa was merely of local importance, and was carried on by a number of small private banks, but as trade expanded it called for a banking system of greater strength and elasticity. The stimulus given to trade in the earlier part of last century by the discovery of many valuable mechanical devices and the invention of the steam-engine not only led to a great increase in the amount of goods available for trading purposes, but also opened the way for commerce to become world-wide. The adoption of the principle of limited liability for shareholders in joint-stock companies acted as a further stimulant, and the extension of this principle to banking companies facilitated the establishment of many strong banks, which were required to finance the ever-increasing volume of trade.

Among the earliest banks to register with limited liability was the Standard Bank of South Africa, Ltd., established in 1862 with a capital of £1,000,000. This bank has now a subscribed capital of £8,916,660, of which one-fourth is paid up, and has a branch or agency in every place of importance in South and East Africa, with a head office and two branches in London and agencies in New York and Hamburg. The other commercial banks are Barclays Bank (Dominion, Colonial, and Overseas) and the Netherlands Bank of South Africa. The former recently absorbed the National Bank of South Africa, Ltd., which was established in 1891 and subsequently took over the business of the Bank of Africa, the

National Bank of the Orange River Colony, and the Natal Bank. It is also represented in all towns and places of any size and importance. The Netherlands Bank commenced operations in Pretoria in 1888, and

has now seventeen branches. The African Banking Corporation, which was established in 1891, was amalgamated with the Standard Bank in 1920.

The great slump in prices of raw materials which followed on the world-wide upheaval caused by the Great War was severely felt in South Africa, and led to acute currency and exchange difficulties in 1920. At this time gold was in free circulation in South Africa, although in England its intrinsic value in terms of sterling reached nearly fifty per cent. premium, with the result that the banks were denuded of their gold holdings, which had to be made good at great cost to themselves by importations from London.

A Select Committee was appointed by the Union Government to consider the advisability of removing the embargo on the export of gold and to investigate other matters relating to banking and currency. As a result of their report the Currency and Banking Act was passed, which, among other things, provided for the establishment of the South African Reserve Bank. This bank took over the note issues of the commercial banks, and was empowered to hold a certain proportion of the deposits of the banks as a reserve. The Reserve Bank commenced operations in Pretoria in December 1920, and has since opened branches in Johannesburg, Cape Town, Durban, Port Elizabeth, and East London. The Reserve Bank is based on the Federal Reserve Banking System of the United States, and it is entrusted with wide powers for the control of the currency and credit of South Africa. By the removal of the embargo on the export of gold in 1925, South Africa definitely returned to the gold standard even before this important step had been taken by the United Kingdom.

The South African banking system comprises over seven hundred branches and agencies, and, with paid-up capital and reserves of approximately £13,000,000, and total deposits of about £100,000,000, the banks can claim to have played an important part in the development of the mining and agricultural resources of the country. During 1926 the exports of South Africa amounted to £85,752,603, and imports totalled £76,340,908. With the favourable outlook of the gold-mining industry, better prospects of the maize crop, and the firmness of the wool market, there seems good reason to expect an improvement in the figures for the present year.

The revenue of the Union Government for the financial year 1926-7 amounted to approximately £28,500,000, and expenditure to £27,350,000, leaving a surplus of £1,150,000 which was applied to the redemption of debt. The receipts showed an increase of £1,700,000 over the original estimates, Customs Duties, Income Tax, and Mining Taxes all being well over the estimate. The adoption of improved methods of farming and the reduction in the mining costs of production have added materially to the general prosperity, and, notwithstanding the continuance of serious drought in some parts of the country, the outlook, on the whole, may be regarded as quite satisfactory.

The insolvencies figures appear to show that the country is fairly prosperous, as since 1924

[Continued overleaf.]



WHERE THE CULLINAN DIAMOND WAS FOUND: THE PREMIER MINE, IN THE TRANSVAAL, THE LARGEST OF ALL DIAMOND-MINES.

The Premier Mine, twenty-five miles east of Pretoria, is the largest of all diamond-mines. The system of open working by levels or terraces is followed. Here was found the great Cullinan Diamond—the largest white diamond known—in 1905.

Photograph by the South Africa Railways and Harbours Publicity Department, Johannesburg.



RAND GOLD-MINING DUMPS AS SEEN FROM THE AIR: ENORMOUS WHITE MOUNDS AT THE CITY DEEP MINE, WHICH DESCENDS TO A DEPTH OF 7000 FT.

The gold reef extends to depths of 8000 to 10,000 ft. below the surface, although no shafts exist at those levels. The deepest mines on the Rand are the Village Deep, 7400 ft., and the City Deep, 7000 ft. The dumps are accumulations of powdered rock, after it has been chemically treated.—[Photograph by South African Air Force. Copyright Reserved.]

JOHANNESBURG CONSOLIDATED INVESTMENT COMPANY, LTD.,

(Incorporated in the Union of South Africa.)

CAPITAL AUTHORISED - - - £4,500,000.

CAPITAL ISSUED - - - £3,950,000

DIRECTORS. S. B. JOEL, Esq., J.P., *Permanent Chairman.*, SIR REGINALD ANDREW BLANKENBERG, K.B.E., Rt. Hon. SIR ARTHUR S. T. GRIFFITH BOSCAWEN, P.C., J. EMRYS EVANS, Esq., C.M.G., J. FRIEDLANDER, Esq., G. IMROTH, Esq., J. B. JOEL, Esq., J.P., J. G. LAWN, Esq., C.B.E., JOHN MUNRO, Esq., A. R. STEPHENSON, Esq., SIR WILLEM VAN HULSTEYN, WALTER S. WEBBER, Esq.

CONSULTING ENGINEERS. J. G. LAWN, C.B.E.—IN ENGLAND.

G. H. BEATTY—IN SOUTH AFRICA.

LONDON MANAGER. W. J. BENSON, C.B.E.**GENERAL MANAGER IN SOUTH AFRICA.** J. H. CROSBY.**SECRETARIES.** LONDON: THOMAS HONEY. JOHANNESBURG: M. N. NICOLSON.**OFFICES.** LONDON: 10 & 11, AUSTIN FRIARS, E.C.2. JOHANNESBURG: CONSOLIDATED BUILDING.

REPORT OF DIRECTORS

To be submitted to the Shareholders at a Meeting to be held in the Board Room, Johannesburg Consolidated Investment Company, Limited, Consolidated Building, Fox Street, Johannesburg, on Tuesday, the 29th day of November, 1927, at 11 o'clock in the forenoon.

Accounts.—1. The Directors have pleasure in submitting the Company's Balance Sheet and Profit and Loss Accounts for the financial year ended 30th June, 1927.

Profits.—2. After making provision for English and Colonial Income Tax, Depreciation, and all other charges, the profit for the year amounts to £793,826 15s. 5d., which constitutes a record in the history of the Company. This profit, together with £179,199 12s. 6d. brought forward from the previous year, brings the total profit available to £973,026 7s. 11d.

Dividends.—3. The dividend of 7½ per cent. declared in December, 1926, together with the dividend of 7½ per cent. declared by the Directors on the 15th June last, makes the total distribution for the year 15 per cent., which is paid free of Income Tax. These distributions absorb £592,500. After making the substantial addition of £200,000 to the Company's Reserve Fund, which is £50,000 more than in previous years, the balance carried forward to the next account amounts to £180,526 7s. 11d.

Reserve Fund.—4. As indicated in the preceding paragraph, the Directors have decided to add £200,000 to the Reserve Fund, which now stands at £900,000.

Value of Shareholdings.—5. The customary writing down of share values has been carried out where necessary, but, as usual, no writing up has taken place in cases where the market value of shares is higher than their value in the Company's books. The value of the Company's shareholdings therefore either stands in the books at current market prices on the 30th June last, or considerably under such quotations.

Financial Position.—6. The liquid resources of the Company are ample for its requirements, and its financial position is in every respect satisfactory.

Mining Interests.—7. The customary Reports, which are regularly issued by the Gold Mining Companies of the Group, have dealt fully with their respective operations and position, but the following information may be of special interest.

Labour conditions, generally, have continued satisfactory during the year under review. The Arbitration Board, which went exhaustively into the question of wages of European Employees, issued its Award in April last. On the whole, the Board considered that the existing scale of wages was fair and reasonable.

Government Gold Mining Areas (Modderfontein) Consolidated, Limited. The quantity of ore treated during the year ended 31st December amounted to 2,239,000 tons, at which date the ore reserves were estimated at 11,384,000 tons, averaging 8.9 dwts. over a stopping width of 70 inches. The working profit for last year was £2,488,071, of which the Union Government of South Africa (under the terms of its Lease) benefited to the extent of £1,358,889, making the aggregate of £8,629,070 paid to the Union Government. The dividend paid by the Company to its Shareholders has been 80 per cent. for the 12 months ended 30th June last, representing an increase of 15 per cent. as compared with the corresponding period a year ago.

In response to representations made by a large number of Shareholders, the shares of the Company have been split, the one pound shares having been converted into four shares of the nominal value of 5s. each. This conversion took effect as from the 1st July last.

Van Ryn Deep, Limited. The working profit on treatment of 818,900 tons of ore during the year amounted to £600,846. The ore reserves stand at 3,479,000 tons of an average value of 7.5 dwts. over a stopping width of 57 inches. The dividends declared for the twelve months ended 30th June last totalled 42½ per cent.

Working costs during the twelve months to 31st December last averaged 16s. 5½d. per ton. This shows a further reduction of 7½d. per ton as compared with 1925.

The development of the Upper Leaders in the Mine is now providing considerable tonnage of good grade ore for the Mill. It is anticipated that these Leaders will prove a very beneficial factor in extending the life of the Mine.

Langlaagte Estate and Gold Mining Company, Limited. During 1926 the tonnage treated amounted to 950,000, resulting in a working profit of £205,132. The better results anticipated in the last report have been realised and have enabled the Company to declare dividends totalling 15 per cent. for the twelve months to 30th June.

The ore reserves are estimated at 1,548,000 tons of an average value of 6.5 dwts. over a stopping width of 44 inches.

New State Areas, Limited. During the year a total of 889,000 tons was treated, showing a working profit of £653,097, or 14s. 6½d. per ton treated. The ore reserves are estimated at 2,621,500 tons of an average value of 8.8 dwts. over a stopping width of 51 inches.

Two dividends of 7½ per cent. each have been declared for the twelve months ended 30th June last. The amount of profit paid to the Union Government for 1926, under the Company's lease, was £345,905.

The progress and prospects of this Mine continue very satisfactory.

Randfontein Estates Gold Mining Company, Witwatersrand, Limited. During the year 1926, 2,304,000 tons of ore were treated by this Company, and the working profit amounted to £319,252.

The ore reserves were estimated at 4,885,000 tons of an average value of 6 dwts. over a stopping width of 41 inches of reef.

The Company is now mining ore from the No. 10 shaft, which adjoins the West Rand Consolidated Mine. The sinking of the Ventilation Shaft was completed at the end of June last; the total depth being 3411 feet.

Witwatersrand Gold Mining Company, Limited. During 1926, 613,700 tons of ore were treated, resulting in a working profit of £46,797.

The dividends declared to the 30th June last totalled 11½ per cent.

By an arrangement with the Miners' Phtisis Board, this Company's outstanding liability to the Compensation Fund was originally due for payment over a period of two years, but this has now been extended over a period of four years as from 1st January, 1927.

The Ore Reserves at the end of the year stood at 501,400 tons, with a value of 5 dwts. over 58 inches.

Gold Production.—8. The value of the gold produced by the Company's Group of Mines for the twelve months ended 30th June last was, approximately, £11,895,000, as compared with £10,870,000 for the previous period.

Diamond Mines.—9. The results of the first few months of the year under review justified the favourable forecast made last year.

The confidence inspired by the formation of the New Diamond Syndicate, and the wide range of the Syndicate's interests, led to a general improvement in the Diamond trade, but the sudden growth in the production from the Alluvial diggings from September, 1926, onwards, and the indiscriminate marketing of a large part of that production, caused buyers to hold aloof and created considerable uneasiness. Fortunately, the wise regulation of production and sales is fully appreciated by the Union Government, and its avowed intention of passing the Precious Stones Bill into law next October, and regulating the output from the Alluvial diggings, has already had a beneficial effect.

When the law is finally passed it is anticipated that full confidence and prosperity in the Diamond trade will soon be restored.

Platinum.—10. The Annual and Quarterly reports of Potgietersrust Platinums, Ltd., in which the Company is largely interested, afford detailed information regarding its operations.

A considerable amount of work has been carried out during the year, both in developing the properties and in trying to evolve the best way of concentrating the ores, and also finding the most satisfactory method of handling the concentrates.

Progress has been somewhat slower than was anticipated, but the coming year should see important developments.

Owing to the fall in the price of the metal and the possible effect of the increase in the South African production, it may be mentioned that the general position is now receiving consideration from those interested with a view to devising means of stabilising the price.

Coal Interests.—11. The Company's coal interests make steady progress, and increased dividends have been derived from this source.

Estates and Town Properties.—12. The sales of stands on the Lower Houghton Estate continue satisfactory. The sale of 100 acres to be laid out as a new golf course, and the provision of a bus service will tend to enhance the popularity of this Estate.

The Chairman's Visit to South Africa.—13. Mr. S. B. Joel proceeded to South Africa in November last, and presided at the Company's Annual Meeting, held in Johannesburg on 14th December, 1926. During his lengthy stay in South Africa, Mr. Joel went thoroughly into all matters affecting the Company's interests, to which his visit was of great material benefit.

Directors.—14. The Directors much regret to record the death of their colleague, Mr. Isaac Lewis, who had been on the Board of this Company for many years.

In terms of the Company's Articles of Association the four following Directors retire by rotation, and being eligible offer themselves for re-election, viz.: Messrs. G. Imroth, W. S. Webber, J. Munro, and Sir Willem Van Hulsteyn.

Election of Auditors.—15. Messrs. W. Fergusson and S. Thomson, the Auditors of the Company in Johannesburg, and Messrs. Kemp, Chatteris, Nichols, Sendell and Co., the Auditors in London, retire from office and offer themselves for re-election.

By Order of the Board,

THOMAS HONEY, }
M. N. NICOLSON, } *Secretaries.*

28th September, 1927.

Dr.

BALANCE SHEET, 30th June, 1927.

Cr.

CAPITAL AND LIABILITIES.

	£	s.	d.	£	s.	d.
Authorised Capital— (Under Resolution of 23rd November, 1905)	4,500,000	0	0			
of which £4,345,000 is Registered Capital.						
Capital Issued				3,950,000	0	0
Reserve Fund				900,000	0	0
Sundry Creditors and Credit Balances				1,021,123	6	1
Dividend (No. 32) of 7½ per cent., free of Income Tax, declared 15th June				296,250	0	0
Appropriation Account— Balance				180,526	7	11
Contingent Liabilities— Uncalled Capital on Investments, etc.				£164,047	10	0
				<u>£6,347,899</u>	<u>14</u>	<u>0</u>

ASSETS.

	£	s.	d.
Stocks and Shares	4,261,575	7	10
Mining Properties, including Advances to Mining Companies	110,548	0	0
Real Estate and Buildings	299,318	2	9
Office Furniture, etc.	6,211	14	0
Loans on Mortgage and Real Estate	185,184	6	11
Loans at Short Call on Market and other Securities	290,139	4	8
Sundry Debtors and Dividends Accrued	930,951	14	7
Cash at Bankers and in hand	263,971	3	3
	<u>£6,347,899</u>	<u>14</u>	<u>0</u>

S. B. JOEL, *Chairman*, }
A. R. STEPHENSON, } *Directors.*THOMAS HONEY, *Secretary.*

We report to the Shareholders that we have audited the accounts of the Johannesburg Office of the Johannesburg Consolidated Investment Company, Limited, dated 30th June, 1927, and have obtained all the information and explanations we have required. The Balance Sheet of the Johannesburg Office of the Company is in our opinion properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs in Johannesburg according to the best of our information and the explanations given to us, and as shown by the books of the Company in Johannesburg. We have also verified the securities in South Africa. The Company has kept proper books and records.

SAML. THOMSON, }
Chartered Accountant. }
W. FERGUSON, }
Chartered Accountant, S.A. }

Auditors.

JOHANNESBURG, 6th July, 1927.

KEMP, CHATTERIS, NICHOLS, SENDELL & CO., }
Chartered Accountants. }

Auditors.

LONDON, 5th August, 1927.

PROFIT AND LOSS ACCOUNT.

For the Year ended 30th June, 1927.

Dr.

Cr.

	£	s.	d.
To Directors' Fees, Salaries and other Expenses, less Amounts received from other Companies	33,366	0	9
To Balance being realised profit for the year carried to Appropriation Account	793,826	15	5
	<u>£827,192</u>	<u>16</u>	<u>2</u>

	£	s.	d.
By Profits realised on Stocks and Shares, Dividends, and Sundry Revenue, less provision for Income Tax and Amounts written off	827,192	16	2
	<u>£827,192</u>	<u>16</u>	<u>2</u>

APPROPRIATION ACCOUNT.

	£	s.	d.	£	s.	d.
To Dividend No. 31 of 7½ per cent., free of Income Tax, declared 15th December, 1926	296,250	0	0			
To Dividend No. 32 of 7½ per cent., free of Income Tax, declared 15th June, 1927	296,250	0	0			
				592,500	0	0
To Transfer to Reserve Fund				200,000	0	0
To Balance carried to Balance Sheet				180,526	7	11
				<u>£973,026</u>	<u>7</u>	<u>11</u>

	£	s.	d.
By Balance of Profit and Loss Account at 30th June, 1926	179,199	12	6
By Balance of Profit and Loss Account at 30th June, 1927	793,826	15	5
	<u>£973,026</u>	<u>7</u>	<u>11</u>

Continued.]

there has been a progressive decrease in the number of insolvencies. The figures for Bank Clearings also afford some confirmation of this, as, for the year ending March 31 last, they reached a sum of £489,000,000, as compared with £452,000,000 for the previous year.

The gold-mining industry of the Transvaal produced in 1926 nearly ten million ounces of fine gold, valued at £42,319,505, at a cost of £28,585,521, and distributed no less than £8,142,509 in dividends. This output was the highest on record, but will probably be increased this year if the labour supply remains adequate. Rhodesia also produced in 1926 gold to the value of approximately £2,500,000. The total value of all minerals produced in the Union of South Africa since the earliest records has now reached no less than £1,284,000,000. The mining industry gives direct employment to over 38,000 Europeans and 300,000 natives.

Diamonds were produced in 1926 to the value of over £10,000,000, being a striking increase over previous years, owing to the new discoveries of alluvial diamonds in the Western Transvaal.

The value of the South African coal-fields has risen steadily, and the value of last year's output of coal exceeded £4,000,000. The platinum industry is passing out of the experimental stage, but, in view

in South Africa include copper, tin, asbestos, chrome, silver, osmiridium, and corundum.

Last year, the maize crop, owing to drought and destruction by insects, was considerably lower

than usual, and was the smallest harvested since 1916. The present crop is estimated at approximately 19,000,000 bags, of which about 7,000,000 will be available for export. The most remarkable features in connection with live-stock are the very large increase in the number of woolled sheep and the steady improvement in the quality of cattle. South African Frieslands are of a high standard, and those exported to Great Britain have realised very good prices.

The increase in the number of sheep, coupled with improved methods of farming, has added materially to South Africa's importance as a wool-producing country. The value of last year's export of wool was £12,645,851, and the outlook for this industry appears to be distinctly promising. The production of cotton has,

so far, been disappointing, but more attention is being given to growing tobacco, and this crop, especially in Rhodesia and Nyasaland, is increasing in importance.

[Continued overleaf.]

THE GOLD-MINES OF THE TRANSVAAL: THE REEF AT JOHANNESBURG (LOOKING EAST) SHOWING THE GREAT WHITE DUMPS. Over two million tons of rock a month are chemically treated on the Witwatersrand for the extraction of gold, and the accumulation of powdered rock is enormous. Hence the so-called cyanide dumps—white hills, like mounds of damaged flour, which abut on Johannesburg and extend for thirty miles on each side.—[Photograph by the South African Railways and Harbours Publicity Department, Johannesburg.]

of the probable inability to maintain its value in face of largely increased production, the outlook for the industry is uncertain. Other minerals produced

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Established in 1905 to acquire land and mining interests in South Africa, the **Central Mining and Investment Corporation** subsequently absorbed the well-known mining houses of Wernher, Beit and Co., and H. Eckstein and Co., and has gradually extended the sphere of its activities until its influence may be considered international. While the bulk of the Corporation's holdings are still South African, its interests include oil in Trinidad and Venezuela, mineral development in Canada in co-operation with the Mond Nickel Group, railway construction in Spain, cotton growing in the Sudan and Brazil, base metal manufacture and distribution, and international banking in conjunction with Bernhard, Scholle and Company, Ltd.

The following table illustrates the financial results obtained by the Corporation during the last four years:—

	December 31st, 1923	December 31st, 1924	December 31st, 1925	December 31st, 1926
Total Income	£802,316	£936,501	£896,467	£781,569
Net Profit	684,574	812,699	780,390	668,586
Dividend & Bonus (Tax Free.)	425,000 (12½ %)	425,000 (12½ %)	425,000 (12½ %)	425,000 (12½ %)
To Reserve	150,000	250,000	200,000	150,000
Carried Forward	95,209	106,081	107,067	69,635

That the management of the Corporation is conducted on sound and conservative lines is evident from a study of the last Balance Sheet. Government and other liquid securities stand at £5,500,000 out of a total investment figure of £10,000,000, and the Reserve Fund now amounts to £1,600,000.

Rand Mines, Ltd., with which the Corporation is closely associated, is, as its name suggests, chiefly concerned with the Witwatersrand gold mines, but, in its turn, is widening the field of its activities. The following table shows the results obtained by this Company during the last four years:—

	December 31st, 1923	December 31st, 1924	December 31st, 1925	December 31st, 1926
Total Income	£840,366	£858,382	£662,739	£716,666
Net Profit	809,005	822,832	616,196	680,390
Dividends	613,545 (120 %)	613,545 (120 %)	511,288 (100 %)	511,288 (100 %)
Carried forward	1,147,746	982,828	913,206	1,126,055

From these figures, the remarkable strength of the Company's financial position is apparent. Investments are valued in the last Balance Sheet at £2,600,000, and the Reserve Fund has reached the satisfactory figure of £2,000,000. The Company has had a highly successful career since its formation in 1893, its total dividend distributions amounting to the impressive figure of 3,680 per cent. on the issued capital.

In South Africa, the **Central Mining and Investment Corporation Ltd.**, and **Rand Mines Ltd.**, jointly control the following fourteen Rand gold-mining Companies: City Deep, Ltd., Consolidated Main Reef Mines and Estate, Ltd., Crown Mines, Ltd., Durban Roodepoort Deep, Ltd., East Rand Proprietary Mines, Ltd., Ferreira Deep, Ltd., Geldenhuis Deep, Ltd., Modderfontein B. Gold Mines, Ltd., Modderfontein East, Ltd., New Modderfontein Gold Mining Co., Ltd., Nourse Mines, Ltd., Rose Deep, Ltd., Village Deep, Ltd., Wolhuter Gold Mines, Ltd. In addition, two gold mines in the Lydenburg District (Transvaal Gold Mining Estates, Ltd., and Glynn's Lydenburg, Ltd.), and an important colliery (Witbank Colliery, Ltd.) are under the control of the Group. The position of the Group in the Rand gold-mining industry is clearly illustrated by the results of operations for the year 1926. The tonnage milled by the fourteen mines during this period reached the record figure of 13,007,500 tons, and the value of the gold produced amounted to £17,717,398, equivalent to nearly 44 per cent. of the total Witwatersrand production, or over 20 per cent. of the output of the world. The working profit was £4,620,888, and the dividends declared amounted to £3,080,365. It has always been the policy of the technical management of the Group to keep the ore reserve tonnages of the mines well ahead of the requirements of the mills. The tonnage proved and included in the ore reserves at the end of 1926 amounted to over 36,000,000 tons of ore, with a total gold content valued at nearly £54,000,000.

Mining and metallurgical operations on the Witwatersrand have already reached a high degree of efficiency, but research work is still constantly carried out, and the experience and abilities of a highly trained and scientific organisation are brought to bear upon the problems of economic working. As a result, working costs are gradually being lowered and the percentage of extraction of the gold content of the ore increased. In this connection, it may be remarked that a reduction in costs of 1d. per ton milled means an increase in profit of between £50,000 and £60,000 per annum for the Group. The chief improvement in mining practice of recent years has been the introduction and extended use of jackhammer drills, with a resulting increase in breaking efficiency, decrease in stoping widths, and economy in native labour. It has also been found possible to increase drill-sharpening efficiency and to effect considerable economies in the use of explosives.

The Central Mining Corporation's interests in South Africa are not restricted to mining and mineral development only, but include large land holdings (through the Transvaal Consolidated Land and Exploration Co., Ltd.), and extend to some of the chief industrial undertakings of the Union, one of the most important being the Pretoria Portland Cement Co., which has followed a successful career for many years. Others include the Hume Pipe Co., Cape Portland Cement Co., and the Argus Printing and Publishing Co.

(Continued.)

Apart from mining and agriculture, South Africa has, since the war, made great strides in her manufacturing industries, and many articles are now produced locally which formerly had to be imported. The total annual value of the manufacturing output is over £84,000,000. Generally speaking, factories are working full time and there is very little industrial unemployment. South Africa is attracting a steady stream of new settlers, and holds great possibilities for men of energy and ability with some capital. Living conditions are good, taxation is light, and the climate is one of the best in the world.

HOW THE UNION OF SOUTH AFRICA IS GOVERNED.

(Continued from Page xvi.)

These powers have been amended by the Union Parliament from time to time, but as a rule in the direction of restricting them, until the Provinces have now, apart from the power to legislate on local matters mentioned above, only power to impose certain specified forms of taxation within well-defined limits, and no other.

An ordinance of the Provincial Council must receive the assent of the Governor-General in Council before it becomes law in the Province. This places its legislative efforts at the mercy of the Union Cabinet, and, in

any event, the South Africa Act provides that an ordinance of any Provincial Council shall only have effect as long as and as far only as it is

Union is, therefore, complete. Provincial Council members receive £150 per annum, and members of the Executive Committee £500 per annum, in each case together with a Provincial railway pass, during tenure of office.

Though the Judiciary hardly falls within the scope of an article such as this, it may be as well to mention here that the common law of South Africa is the Roman Dutch system, and that it is administered by a Supreme Court of South Africa, consisting of Provincial divisions with an Appellate Division sitting at Bloemfontein.

From the decisions of this Court of Appeal no appeal lies as of right to the Privy Council; but the latter body may, if so minded, grant leave to appeal in a special case. The procedure of the South African Courts follows closely that of the High Court of Justice in England.

Our survey of the Government of the Union is now complete. I have endeavoured to give a general outline in simple language of its Constitution, and have made no reference to controversial points.

It is not, however, to be supposed that the youngest partner in the of Nations is without its



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not repugnant to an Act of the Union Parliament. British Commonwealth of Nations is without its full share of these.

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RESERVE AT END OF - - -	250,000	300,000	375,000
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The World of the Theatre.

By J. T. GREIN.

A NEW WOMAN DRAMATIST.—THE MARCH OF THE LITTLE THEATRES.—AN INTERNATIONAL PRODUCER.

HER name is Alma Brosnan, and her firstling, "Scrapped," impressed us greatly at the Arts Theatre. It will be seen again; it stimulates the desire for second acquaintance. True, we cannot quite wholly fathom whether Miss Brosnan possesses all the gifts of the dramatist, for she had a powerful helpmate in Miles Malleon, who "licked her material into shape," and one felt his deft hand particularly in the two interludes, a scene at the gate of the Labour Exchange and an episode in an emporium. But

It did more for dramatic progress in England than all the London theatres together.

Thenceforward, the movement developed rapidly abroad; very slowly, but surely, over here. Liverpool, Birmingham, Leeds, Glasgow, Huddersfield, Bristol, established and maintained their Repertory Theatres—springboards one and all of new dramatists and new actors. And the cry is still they come: gradually a network of little theatres in London and the provinces is awakening dramatic interest everywhere in the kingdom—even the villages are carried away by the new movement.

Two years ago, two young enthusiasts, Mr. J. de Leon and his sister, had the happy thought to turn a hall near Kew Bridge into a Little Theatre, and to make it, as it were, a new forcing-house of new plays. Their policy was two-fold: they either produced plays in which they saw a future, at their own risk, or they arranged with authors who were ready to share the test of a week's run to "back" their work with

The other day, after a fairly mediocre production of a foreign play, a well-known manager said: "What we want are international producers"—men (or women) who have studied the theatre abroad in front of the stage and on it; who are alive to racial differences; who are familiar with the advanced technical equipments of lighting and machinery—in which respect our average theatre is a long way behind the times; who are linguists, and, when a play from other lands comes into their hands, are able to compare the translation with the original. Very few of our producers ever go and study abroad. Basil Dean is an exception—and the vogue of Komisarjevski, who is about to inaugurate at the Court an International Season (to which much luck!), is easily explained. He has shed new light on our methods, infused them with fresh blood; he puts his actors through a kind of intellectual curriculum—he causes them to penetrate into the soul of the words; he is a moulder of men, as the sculptor is a moulder of clay.

The same evening there was a première, and, as people filed in, I spotted a friendly face which for some years had not smiled on the theatrical horizon. "Frank Vernon!" I exclaimed, and, as he acknowledged the soft impeachment, I saw a big parade of productions of rare excellence—"King Lear," at the Haymarket; "Milestones" and "My Lady's Dress," at the Royalty, and many others—and I remembered two remarkable books, "Modern Stage Production"—the veriest buoy to a newcomer drifting on the hazy sea of the art of production—and "The Twentieth-Century Theatre"—the survey of a craftsman endowed with all the qualifications of a dramatic critic. "What has kept you away from London for so long?" I asked him. "Were you not afraid of that strange oblivion which is a peculiarity of the World of the Theatre when people drop out of sight?" And, for all answer, his accomplished wife, a goddaughter of Yvette Guilbert—who longs to return to London, and will do so ere long—chimed in: "Study! We have been living abroad. We felt that there was so much to see and to learn, and so we have wandered over Europe and we have come back much richer than we went!" And now Frank Vernon is ready for the fray and confident that he can break fresh ground, that he can easily cap his fine record of the past—upon which he seems to look as ancient history. It would make a book to relate what he has picked up



"THE HIGH ROAD," AT THE SHAFTESBURY THEATRE: (L. TO R.) LADY TRENCH (MISS GERTRUDE KINGSTON), ALEX (MISS MARJORIE BROOKS), LADY MINSTER (MISS MARY JERROLD), LORD CRAYLE (MR. ALLAN AYNESWORTH), ELSIE HILARY (MISS CICELY BYRNE), AND SIR REGINALD WHELBY (MR. MYLES CLIFTON).

Mr. Frederick Lonsdale's sparkling comedy, "The High Road," concerns a prospective matrimonial alliance between the stage and the peerage. Elsie Hilary, an actress, has become engaged to Lord Crayle's son, and the family conspires to prevent the marriage, with unexpected results.

all the rest bears the impress of a singular mind, a keen observer of the little lives of small people, one who deeply feels their woes and joys, who is alive to that awful impact—the uprising of youth and the "scrapping" due to age. Perhaps the last act is a little improbable in its culmination of events—the author laid her colours on too thickly for her compass. But that is a detail. We feel that, on the whole, this is a true set of lifelike panels; that the people are real; real in characterisation as well as in utterance. And so this play, which is free from straining after effect, rarely theatrical, always dramatic in the true sense, held us, saddened us, made us think. It crystallises, as it were, the dumb tragedy of the thousands of little houses we roll by in London's suburbs, hidden behind the mystery of neatly curtained windows. It was beautifully acted. Mr. Charles Carson—that habitual player of princes—made an affecting tragi-comic figure of the bourgeois father—a masterly creation of comedy and pathos. Remarkable, too, Miss Maisie Darrell as girlish, idealistic Girlie, floating in her seventh heaven until she is hurtled down to earth a different being, self-seeking and grappling with the realities of life in blunt assurance; poignant Miss Dora Barton, as the droop-mouthed spinster; buoyant in all the confidence of youth Mr. Tony Eustrel—a coming actor among the youngest; infinitely sweet and gently human Miss Hilda Sims, in the incarnation of drudging motherhood. The play should belie its title; far from deserving to be scrapped, it should be shown on the "regular boards" as a "slice of life" carved from the loins of the Great City.

The first Little Theatre was founded in Paris in the 'eighties, by André Antoine, then an "employé" of the Gaslight Company, now the foremost dramatic critic of France. It was called the Théâtre Libre, and revolutionised the drama of Paris and the Continent. A phalanx of new authors arose under its banner.

The second Little Theatre was established in Berlin, and its name was "Schall und Rauch"—"Sound and Smoke"—it followed in the footsteps of the Théâtre Libre, and became the pioneer of Maxim Gorki, Maeterlinck, Wedekind, and many others.

The third Little Theatre belongs to Manchester, and its founder was that selfless, generous, artistic woman, Miss Horniman. It made history by the band of dramatists known as the Manchester School.

a small endowment—a perfectly justifiable fling of ambition. From the first they were overwhelmed with proposals, for "Q" soon achieved a reputation for excellent acting by well-known artists, and careful production; and so their record covers more than one hundred and twenty plays, many of which found their way to the West End. To-day "Q" has its regular *clientèle*; its first nights are reviewed in most papers; actors of repute gladly lend their services. At "Q" new reputations of dramatists and players are made, and established ones enhanced. It is a "live-wire" in our World of the Theatre. Of course, where a mill grinds fresh material week after week, there must be much chaff among the corn, but, looking at the output, the harvest compares well with the sowings—compares even better with the achievements of many West-End theatres lumped together.

For, as a close observer of our theatre said: "In London, of every ten plays produced, only one succeeds." And "Q" can boast that, during its short existence, it has well improved on that average.

The example of the de Leons has found many followers. Little theatres are cropping up in London by leaps and bounds; but "Q" is so far the only one with a definite policy of weekly—by exception, fortnightly—exploration. And so long as it upholds the standard of performance and production it will remain a valuable reserve-force for the playhouses of Central London.



"THE SILVER CORD," AT THE ST. MARTIN'S THEATRE: (L. TO R.) ROBERT (MR. DENYS BLAKELOCK), HESTER, HIS FIANCEE, LEAVING THE HOUSE (MISS MARJORIE MARS), CHRISTINA (MISS CLARE EAMES), DAVID (MR. BRIAN AHERNE), AND MRS. PHELPS (MISS LILIAN BRAITHWAITE).

Mr. Sidney Howard's play, "The Silver Cord," is a poignant drama of maternal possessiveness. Mrs. Phelps, fighting to retain first place in her sons' affection, breaks the engagement between the younger one, Robert, and Hester. The domestic happiness of David, the elder son, is only saved by the strong character of his wife, Christina. The acting is excellent, especially that of Miss Braithwaite as the selfish mother.

from the masters of scenic art from Reinhardt to Pitoeff. He made upon me the impression of one who has dwelt in the cave of illusion and is now eager to light up new lamps for old. Plays, too, he has carried back—two successes of Paris—"Le Cœur Protégé," by Lucien Besnard, and "Maya"—still the talk of the Ville Lumière—which he is busy adapting in collaboration with his wife. But his great aim and ambition is to let the London stage profit by his years of observation and absorption—to be an International Producer in the widest sense of the word—and thereby further our Thespian cart on the gradient of progress and development.



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THE PLAYHOUSES.

MISS EDITH EVANS IN "THE LADY IN LAW."

MISS EDITH EVANS has started management at Wyndham's with a play of MM. Georges Berr and Louis Verneuil, "Maitre Bolbec et Son Mari," Englished under the title of "The Lady in Law," but hardly treated drastically enough by the adapter, Bertha Murrey, for its humour to fire an English audience with enthusiasm. It contains an ingenious idea, which is worked out logically enough; but from the point of view of English taste the play's comic appeal is weakened by rhetoric and general excess of verbiage. The pace of the action is hampered by soliloquy, explanations, philosophic decoration, and the actors to that extent are handicapped. That Miss Evans scores a success in her new rôle of a lady barrister who, finding that her husband is seeking consolation elsewhere to make up for her neglect of him, shows herself as feminine in jealousy and charm as the most alluring of her women clients, goes without saying. Perhaps she is at her best in the scene in which the wife is caught by her husband retaliating on him for his infidelity by listening to the overtures of her own clerk. Gaiety bubbles out so spontaneously, as it were, from this born comédienne at the least chance that the passage in question is acted by her deliciously. In Mr. Frederick Leister, who plays the part of the husband, she has a stage partner worthy of association with her; and the cast also includes Mr. O. B. Clarence. But at Wyndham's it is a case of brilliant acting having to atone for *longueurs* in the play.

"COMPROMISING DAPHNE." AT THE PRINCES.

Admiration can hardly be withheld from a playwright who valiantly reproduces all the most obvious and hackneyed devices of farce and succeeds notwithstanding in pulling off his effects. That is what Valentine does in his new piece, "Compromising Daphne," which, with its reckless heroine and its bedroom scenes, adds just that spice of naughtiness to its rough-and-tumble frolics that lovers of this sort of entertainment relish. Young Daphne, being forbidden to marry her George for a year, suggests that he shall hurry matters up by climbing through her bedroom window and so creating a scandal. But George is a blunderer, enters the wrong room, gets caught

in a rainstorm, and tumbles into a bath. His other adventures are of a similar type—he sits, for example, on furniture that gives way under his weight. Mr. John Deverell, of course, is so droll in his air of bewilderment that he makes the oldest wheezes seem new and funny; while in Miss Joan Barry the play possesses a clever and piquant little heroine, and in Mr. Bromley Davenport and Mr. C. M. Lowne it has the support of actors of ripe experience.

SOUTH AFRICAN HISTORY.

(Continued from Page 11.)

to Dutch customers. They are partners, kinsmen, and often the best of friends, yet, politically, they are always fighting.

When we look at the leaders of these two communities we find a significant difference. Jan Hofmeyer, President Kruger, President Steyn, General Botha, General Smuts, and General Hertzog were all born in South Africa and had no interest outside it, save what their blood prompted or their intelligence acquired. On the other hand, Cecil Rhodes, Dr. Jameson, Sir Gordon Sprigg, Sir Percy FitzPatrick, and the other British political leaders were all born and educated in the Old Country, and came to South Africa with sentiments and interests wider and older than their new sphere.

This difference adds an element of jealousy and misunderstanding which works for trouble in South African history. The native-born is apt to think that the man from overseas is an intruder who might barter the true interest of South Africa for some foreign consideration; the British settler, while he works for South Africa as usefully as the other, and is all for the cause of self-government and local control, yet makes the reservation put by Cecil Rhodes in the famous saving clause—"but under the British flag."

Yet even here we must not generalise too sweepingly. For some of the best and most patriotic Dutch South Africans—as, for example, General Smuts—have learnt by study and observation how necessary it is to the safety and civilisation of South Africa that it should shelter under the benevolent wing of the British Navy and enjoy the trade and share in the institutions of the British Empire. In the present political dispute over the flag, General Smuts leads

the party which stands for the Union Jack, and leads it sincerely; since, as he told me with obvious earnestness many years ago, he sees the necessity of the British Empire to the life, the growth, and the freedom of South Africa.

This little sketch of the history and historical problems of South Africa would be incomplete without its black background. What of the native races? They too have their strange, eventful history, their historical place and rights in the South African scheme of things. It is worth remembering that in a great part of the country the native races, as we know them to-day, are as much intruders as the white man. The aboriginal peoples of the Western Colony, the Bushmen and Hottentots, have almost or completely disappeared. Like the Red Indians of North America and the black boys of Australia, they could not face civilisation. The intruding black races from the populous East are more virile and adaptable. No one who knows them can call them the equal of the white men in intellect and power; but they take kindly enough to the rougher tasks of industry and agriculture, and have their place and rights in the economy of South Africa.

The unstable and unnatural coalition of Dutch Nationalism and British Labour which now governs the Union directly threatens these rights and that place. White labour seeks to enforce a monopoly of the skilled trades, and has even attempted to drive the native out of some of the unskilled trades; and Dutch Nationalism would confine the black man to a state of landless serfdom. It is a pathetic tribute to the humanity of British policy that in the flag controversy the native races regard the threat to the Union Jack as an attack upon some benevolent amulet which protects them against tyranny and oppression.

If we turn from the past and present to the future, what can we speculate of the fate of the Union? It is now both Dutch and British, both white and black. Will one race or even one colour prevail? I incline to agree with General Smuts that all depends on the connection with Europe and the British Empire. White South Africa is not strong enough to stand alone. It is weakened by these internecine quarrels; it would, moreover, sink into the black background if it did not draw a constant stream of new blood, wealth, and civilising energy from its connection with the British Empire.

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THE WORLD OF WOMEN.

Princess
Victoria's
Progress.

Princess Victoria has always been a popular member of the Royal Family, very much interested in the people of every class whom she meets, and quick in her sympathies. Owing to a long period of illness, she led a very retired life last year at her pretty home in Buckinghamshire, so it is pleasant to know that she is now in excellent health and enjoying her visits to friends in Scotland. She stayed for some days with Lord and Lady Mar and Kellie at Alloa House. Then she went on to visit her niece, Lady Maud Carnegie, and Lord Carnegie at Elsie House, their home in Kincardineshire, where she was greatly interested in the working of their model farm. After that she joined the King and Queen at Balmoral, and, before returning to London, she will visit her sister, the Princess Royal, at Mar Lodge.

Lady Airlie.

Lord and Lady Airlie entertained Princess Victoria last week at Cortachy Castle, their beautiful home, which is not far from Glamis, and within easy reach of Airlie Castle, where the Dowager Lady Airlie has been staying since the beginning of August. Lady Airlie is a daughter of Lord Leicester, and was Lady Bridget Coke. She is full of vitality and likes to be active, and she always enters with as much zest into the pleasures of life in the Highlands as she does into those of the London season. When at Cortachy Castle she often wears Scottish dress, and the black velvet jacket worn with a kilted skirt of the Ogilvy tartan suits her very well. Last winter Lord and Lady Airlie went on a big-game shooting expedition to Abyssinia with Lord Airlie's sister, Lady Helen Brocklehurst, whose husband, Captain Henry Brocklehurst, is Chief Game Warden of the Sudan.

Leader of
the Raids.

It is always interesting to meet an enthusiast who has found life-long pleasure in a hobby, and managed at the same time to turn it to practical use. One of the most charming of such enthusiasts is Lady Farren, who organises the raids by boys and girls of the Guides, the Scouts, and other groups on the wretched caterpillars that infest Hyde Park and Kensington Gardens. Some months ago she set them to hunt for the clustered eggs of the Vapourer moth,

the source of all the mischief. They were not asked to work for very long, but they collected a quantity of the smutty balls in which the eggs are wrapped, and then Lady Farren herself undertook the much more difficult task of examining the spoil, and saving the eggs of the ichneumon fly, which preys upon the moths. Last Saturday the raid was made on the enemy cocoons. The children do not, perhaps, do great damage to the pests, but they at least save some people from the misery of feeling wiggly caterpillars down their necks, or of sitting on the creepy creatures, and they may perhaps induce some of the grown-up people to join in the chase.

Lady Farren is also doing all in her power to help the society that maintains in various parts of London dispensaries for the animals of poor people. It is partly to make other people interested in this important work, which prevents an enormous amount of misery to animals, and partly because she loves animals and children, that Lady Farren goes every Saturday morning to the Peter Pan statue in Kensington Gardens to talk to the children she meets there about animals and birds.

Two Brilliant
Women.

The fields in which they have attained distinction are so widely removed, and the circumstances of their lives so different, that few people would think of drawing any comparison between those two remarkable Englishwomen, the late Gertrude Bell of Mesopotamia, and Evangeline Booth, present Commander of the Salvation Army's organisation in America. Yet the very interesting comparison was irresistibly forced on one who, with her mind still full of the glamour of Gertrude Bell's letters, attended the reception given to Commander Booth in London last week. Both these women have been distinguished by their exceptional ability, their steady purpose, and singleness of mind. It was the fortune of each to become deeply attached to the people of another nation than her own, Gertrude Bell to the Arabs, as Eva Booth to the Americans, and each has been repaid by the appreciation and trust of the people for whom she worked. Each of them has felt that she possessed two countries, and that her life work lay in the country of her adoption. And in their upbringing each has had the appreciation and confidence of a brilliant father.

It is these similarities that make the contrast between Gertrude Bell, the traveller and Arabic

scholar and diplomat, and Evangeline Booth, the organiser and commander of a great religious movement, so striking. In their attitude to their work and their self-appraisal they differed totally. To Gertrude Bell—one feels it through her letters—her achievements never ceased to be a cause of wonder. She could not take her success as a matter of course, or quite rid herself of the idea that her choice of an independent life and her prolonged absence from home needed explanation. She always remembered that she was a woman, and that women were not really free.

The Woman of
the Future.

Commander Booth, on the other hand, was brought up in an organisation that gives equal opportunities to men and women, and expects them to render equal service. She was trained to play her part, and no one watching her as she addresses a great audience can doubt her absolute self-confidence and ease in directing the affairs of the complex and singularly successful society that extends over the whole United States. She has certainly never suspected for a moment that as a woman she is at a disadvantage. It may be that Evangeline Booth more than any other woman of to-day represents the woman of the future.

A Future
Countess.

It always seems a pity when a woman who holds a peerage in her own right marries a man of title, for one of the titles then disappears or becomes inconspicuous, and the dull world loses something rather decorative. Lady Mary Fitzmaurice, the only child of Lord and Lady Orkney, whose engagement was announced last week, is marrying a commoner, Mr. Edward Gosling, of Wicklow, Bucks, so when in course of time she succeeds to her father's title these complications will not arise. She will be the fourth woman to hold the peerage, but that is not a record in female successions, for the Earldom of Rothes has during its history been held by five Countesses in their own right, and the present heir is a baby girl, little Lady Jean Leslie, the only child of Lord and Lady Rothes.

Lady Mary Fitzmaurice, who is now twenty-four years of age, has spent most of her life in the country. She is a fine sportswoman, and, like her mother, is a keen rider to hounds. She and Mr. Gosling hunt with the famous Whaddon Chase.

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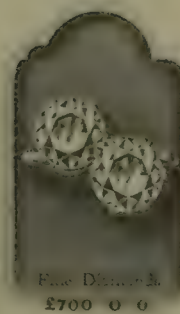
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EARLY AUTUMN NOVELS.

THERE are new novels "more than my pack will hold" this autumn. H. M. Tomlinson's first novel has arrived—welcome news for the people with "Gift of Fortune" and "London River" on their bookshelves. "Gallions Reach" (Heinemann; 7s. 6d.), is Conradian, but its poise is individual, and so is its beautiful lucidity, each word measured exactly to its purpose. Jim Colet was swept from a City office to ordeal by shipwreck and the Malayan forest, and he proved in himself what others had proved to him—the mysterious, incalculable courage of men. It is a fine novel, searching the soul of an adventurer. Herbert Asquith's "Young Orland" (Hutchinson; 7s. 6d.) is the story of an adventurer too, though nothing that touched Orland was strange or uncommon to the men of his breed and generation. A proud sadness finds perfect expression in "Young Orland." The great English country house home, the "lovely place"—gave of its best to the fires of war. In "Right off the Map" (Chatto and Windus; 7s. 6d.), C. E. Montagu has invented a quarrel between two imaginary republics to give free play to his ironical observation of pressmen, and politicians, and soldiers professional and soldiers of fortune. He has pilloried the war-makers, but the finer side of fighting men has not escaped him. The word-painting in "Right off the Map," especially of the lost remnant of an army in the high mountains, is magnificent.

"The History of Anthony Waring" (Hutchinson; 7s. 6d.), "Julius Levine" (Mills and Boon; 7s. 6d.), "Jane Carroll" (Putnam; 7s. 6d.), and "The Worm" (Chapman and Hall; 7s. 6d.), are all, in different ways, analyses of growth and character. May Sinclair has marvellously condensed Anthony Waring's life into a slim volume. The study of his childhood is good; but his middle age and decline are better—as penetrating, indeed, as anything Miss Sinclair has written. The Gentleman with a Duster has flown high in "Julius Levine." The European (in this case the English) Jew is a notoriously difficult subject in fiction. The plot provides convenient opportunity for the expression of the author's religious opinions, but its pace and vigour are not allowed to suffer. In "The Worm," Desmond Coke has presented Hugo, schoolboy of a special but not an unusual type, carried him through his public school with a swing, and left him at the gate of manhood; thereby, as the foreword says, releasing to the public

a story and a criticism. There is nothing to flatter the English in "Jane Carroll," which is an apotheosis of the Irish patriot. John Madden, viewed by Temple Thurston in the soft mists of Irish "dreaming-dreaming," is a hero of the recent bad times in Ireland, and Jane is the woman worshipper, who is drawn after him into bloody happenings. A novel of passion and daring; but we feel the bad times are too near yet for final judgment.

Mrs. Alfred Sidgwick and E. M. Delafield are both writers who can blend satire and sentiment to a nicety. Theft and blackmail were closing in on Cressida when she succumbed to a momentary temptation in "The Bride's Prelude" (Collins; 7s. 6d.). Mrs. Sidgwick, having carried the Rossetian incident into a Cornish manor-house, has completed it; and worked it out cleverly to an end that will be grateful to the tender-hearted reader. "The Bride's Prelude" is an admirable novel, a little more serious than Mrs. Sidgwick has been latterly, but not less witty. "The Way Things Are" (Hutchinson; 7s. 6d.) is one of the Delafieldian demonstrations of the way things are, but ought not to be. The humour of it has a cutting edge; and the entanglement of Laura Temple in servant worries and marriage with her unresponsive Alfred is nearer to tragedy than to farce. Yet, reading "The Way Things Are," you see Miss Delafield as one of the most brilliantly amusing of the Georgians.

"Lucia in London" (Hutchinson; 7s. 6d.) is E. F. Benson making merry with the harmless snob. It is a genial, neatly turned affair of extravagant improbabilities. Not that there is anything improbable in people liking the aspiring Lucia: that is where Mr. Benson's cleverness comes in. "The Hotel" (Constable; 7s. 6d.), by Elizabeth Bowen, has another way with snobs, perhaps because they are only a small part of its composition. Miss Bowen has granted the wish of one of her characters, and removed the front of a Riviera hotel, exposing the actions, and the conscious and unconscious reactions, of the visitors. "The Hotel" is subtle and vivid at the same time, and a really remarkable achievement.

The devastating genius is at his work of destruction again in "Barberry Bush" (John Murray; 7s. 6d.). How Kathleen Norris could have the heart to allow her adorable Barbara, otherwise Barberry, to marry Barry du Spain is hard to understand, except that she had rescue at the long last up her sleeve. Anyway, the story of Barbara and her poet is delightfully told. Surprisingly, the discomforts

of Californian winter play an important part. The inner history of American housekeeping has its fascination: this is a book that gives the science of cookery its proper place in the making and un-making of happiness. Barry's desertion of Barbara (who cooked like an angel) was the exception that proves the rule.

There are two island books in the present batch. Cecil Roberts has discovered "Sagusto" (Hodder and Stoughton; 7s. 6d.), a Mediterranean island—latitude and longitude unknown—that can be best described as belonging to the Phroso group. Beauty in distress is domiciled in it, and it provides the British yachtsman with a capital excuse for fighting at odds, scaling precipices, and freeing the down-trodden. The other island is nearer home. Nina Boyle calls it Mallaroche, "*malheurs rochers*," and leaves it at that. "The Rights of Mallaroche" (Allen and Unwin; 7s. 6d.) is a spirited yarn of modern piracy and rum-running. Queer liberties and autocracies bewilder the unlucky casual visitor to Mallaroche. "Of Islands—" the first part begins; and of islands and their oddnesses Miss Boyle writes with gusto.

Theophilus, in "The Kingdom of Theophilus" (Bodley Head; 7s. 6d.), is one of W. J. Locke's lovable men, hard-trying, but rewarded in the end. The book is Mr. Locke at his happiest. "Dangerous Cross Roads" (Hutchinson; 7s. 6d.), by Laurence Kirk, is obviously authentic in its local colour, so the amazing lion story that garnishes the love interest should be swallowed whole. It is a romance of official life in the mandated territory of German East Africa. Writing of swallowing good stories, none will go down better than "Mr. Essington in Love" (Bodley Head; 7s. 6d.), which means, of course, that Storer Clouston's lunatic has been at his inimitable pranks again.

Charles Barry and J. J. Connington are excellent detective-story writers. "The Corpse on the Bridge" (Methuen; 7s. 6d.), by the former; and "The Tragedy at Ravensthorpe" (Benn; 7s. 6d.), by the latter, can be highly recommended for original twists and turns and sustained mystery.

Finally, the "Short Stories of H. G. Wells" (Benn; 7s. 6d.) are now issued in one volume—sixty-three of them, an epitome of Mr. Wells's alert and speculative genius. Mr. Wells is discovered looking before and after, and ranging the universe. "The Land Ships," in case you do not know it, foresaw the Tanks, years before the war. Here are stories for all, including that little masterpiece, "The Magic Shop."

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THE RESOURCES OF SOUTH AFRICA.

(Continued from Page xiv.)

and its aftermath from 1914 to 1921, when many sources of supply of manufactured articles from overseas countries were cut off, and South Africa was forced for the first time in its history to turn to the conversion of its available raw materials into manufactured products on anything like a comprehensive or economic scale. The extent of the industrial development is reflected by the fact that after the close of the war period, *i.e.*, from 1914 to 1921, the number of factories in South Africa had increased from 4000 to nearly double that number, while the gross value of their output had risen during the same period from approximately forty to eighty million sterling, with an increase of more than two hundred per cent. in the wages bill due to extended employment.

The chief industries to-day are those engaged in the manufacture of articles of food and drink, metal-work, machinery and engineering materials, chemicals, furniture, building materials, and clothing. With the restoration of sources of oversea supply, many of the local industries which came into being during the war have declined, but in the main it may be said that the war induced a definite industrial era in South Africa, which has come to stay, and the extension of which is favoured by the existence of an abundance of raw materials of all kinds. It is these facts which have influenced many overseas manufacturers to extend their industrial enterprises to the country in recent years.

This brief and very generalised review of the main resources of the Dominion of South Africa would not be complete without a reference to certain distinct advantages which this country enjoys in the possession of its large native and coloured population, from which ample supplies of labour at economic rates have been and continue to be available for the purposes of development; and, above all, in its favourable geographical situation in relation to the trade routes of the world. The country also possesses a splendid railway system operated by the Government, whose tariff policy is regulated by legislation expressly designed to foster agricultural, industrial, and mineral development through the medium of reasonable railway tariffs. These advantages,

combined with the natural attractions of the country and its extraordinary variety of resources, render it an ideal field for investigation by the capitalist desirous of investing money, and particularly by the industrialist in search of raw products for his industries.

THE KRUGER NATIONAL PARK.

(Continued from Page vi.)

Park is rare, and man-eating unknown since the inception of the Reserve. The resident natives realise they are in no danger from lions, and undertake without hesitation solitary journeys by day and night. Contrary to popular idea, the lion is not naturally aggressive towards man, and an adequate supply of his natural food serves to eliminate him as a dangerous factor. Bereft of its lions, the Park would lose much of its attraction for the public. Other resident carnivora are the spotted and the brown hyenas, two species of jackals, the Cape otter, the ratel or honey badger, the caracal or African lynx, the serval, the civet, two species of genetis, the Kaffir cat, and at least half-a-dozen species of mongoose. Of miscellaneous animals are present the rock-rabbit, two species of hares, two of squirrels, with a great many kinds of rats, mice, and shrews. There are four ordinary and two fruit-eating types of bats, the vervet and the samango monkeys, and the chacma baboon. The reeds fringing the rivers are the home of the curious animal known as the "cane rat." Among nocturnal creatures, which spend the daylight hours completely underground, are the ant-bear, the scaly ant-eater, and the porcupine.

The National Park is a true bird paradise; but it is only in the cool of the morning and evening hours, and among the shady thickets by the streams, that it is possible to realise the full truth of this. In such places and at those hours the ear is gladdened by a never-ceasing chorus of twittering song, and the eye by the brilliant plumage and graceful flights of many of the songsters.

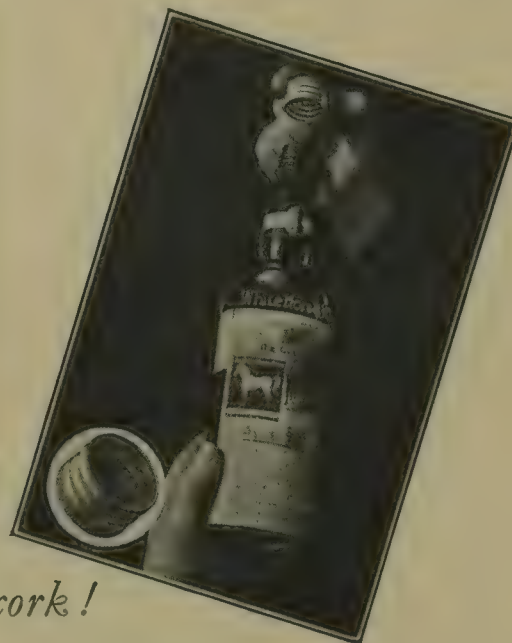
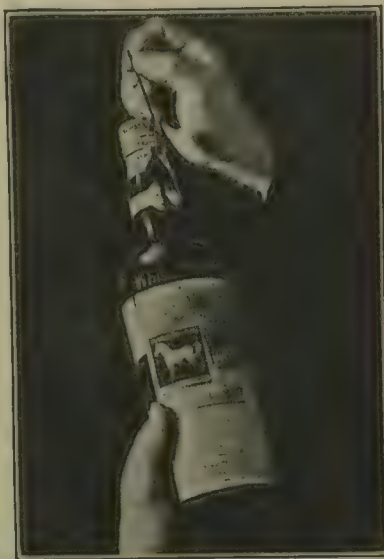
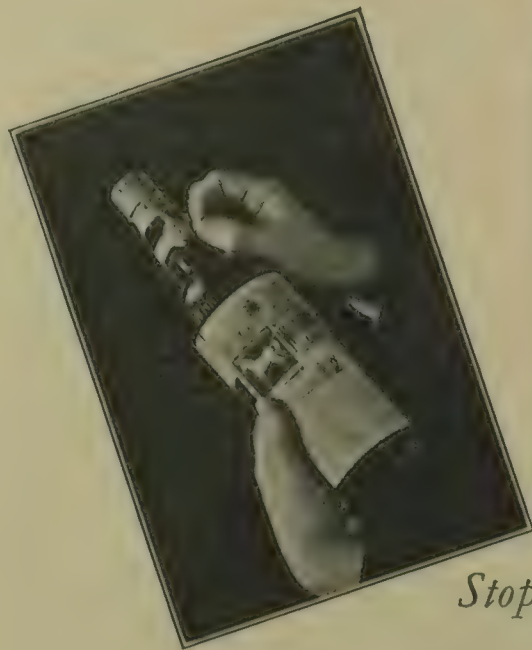
Among game birds are prominent the crested and crowned guinea-fowls, and there are, besides, four species of francolins, the giant, Ludwig's, and bush bustards, two species of quails, and the double-banded sandgrouse. The wild ostrich is distributed

in fair numbers throughout all the localities congenial to its habits. Spur-wing and Egyptian geese, and knob-bill duck may generally be seen along the larger rivers. There is a fine variety of birds of prey, great and small, including the tawny, booted, and Wahlberg's true eagles, the martial, African, and crested hawk-eagles, the brown and black-chested harrier eagles, the grey buzzard eagle, the bateleur, the fish-eagle, three species of kites (including the charming little black-shouldered species), goshawks, sparrow-hawks, falcons, hobbies, kestrels, and a rare harrier-hawk. The secretary bird is well distributed, if not very common, and there are seven species of vultures. Among night birds of prey are two species of eagle-owl and a number of lesser kinds, including the little scops-owl, whose crescendo whistles have acquired for him the local name of the "brain-fever bird."

The rivers and pools are plentifully stocked with many kinds of fish, both of surface and bottom types. Among the former the splendid tiger-fish easily stands out as king; for gameness and general sporting qualities he has no superior in the world. Being naturally, however, a fish of tropical waters, the relative coolness of the local streams perhaps tends to restrict his size as compared with that attained by his relatives found in Central African rivers; in fact, fourteen pounds is the largest weight hitherto recorded from a low-velde stream. Of course, crocodiles are present in all the deeper pools, and though by nature mainly fish-eaters, they take some toll of drinking game, and are occasionally guilty of man-eating. Their numbers have been greatly reduced within the past twenty-five years. Just as in the case of the tiger-fish, crocodiles do not attain in South Africa to the dimensions of their Central African relatives, and the largest ever killed and measured by the writer, in the course of twenty-five years' residence, gave a straight tip-to-tip measurement of fourteen feet three inches.

In the short space available it is, of course, impossible to give more than a mere outline of the attractions of the Kruger National Park, but there is no doubt that its wild and varied scenery, and still more its display of amazingly tame animal life, will, when more widely known, make it a popular resort not only for South Africans, but for visitors from countries overseas.

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To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, 15, Essex Street, Strand, W.C.2.

CHESS IN LONDON.

Game played in the International Team Tournament between Señor GRAU (Argentina) and Sir G. THOMAS (Great Britain).

(Queen's Pawn Gambit Declined.)

WHITE (Señor G.)
1. Kt to K B 3rd
2. P to Q 4th
3. P to Q B 4th
4. P to K 3rd
5. Kt to B 3rd
6. B to Q 3rd
7. B takes B P
8. B to Q 3rd
9. Castles

Black (Sir G. T.)
1. Kt to K B 3rd
2. P to Q 4th
3. P to B 3rd
4. P to K 3rd
5. Q Kt to Q 2nd
6. P takes P
7. P to Q Kt 4th
8. P to Q R 3rd
9. P to B 4th

The defence has followed the lines of the latest developments of this opening, all tending to the greater freedom of Black. The text move, indeed, almost turns the balance in his favour.

On both sides the Bishops occupy positions that menace the safety of the opposing King, but Black's have the advantage of a slightly more open range of action.

14. P takes P
15. P takes P
16. Kt to K 5th

White may be excused for failing to fathom the fine combination that follows, one of singular depth and beauty. 18. Kt takes Kt (ch), followed by P to B 4th, seems safe enough, if only Black's manoeuvre were foreseen.

18. P takes B
20. Q takes Kt
21. K R to Q sq

His choice is to give up the exchange or lose every prospect of an attack by Q and B. Apparently it does not matter which he selects; the game is anyway lost.

21. Kt takes R
22. R takes Kt
23. R to K B sq
24. B to Kt sq
25. P to B 3rd
26. K to R sq

Because of Black's threatened 27. — R to K B 7th. A beautifully played game by the winner.

have succeeded in realising your ambition at last. We fear, however, you have had more serious matters to trouble you than chess since you wrote.

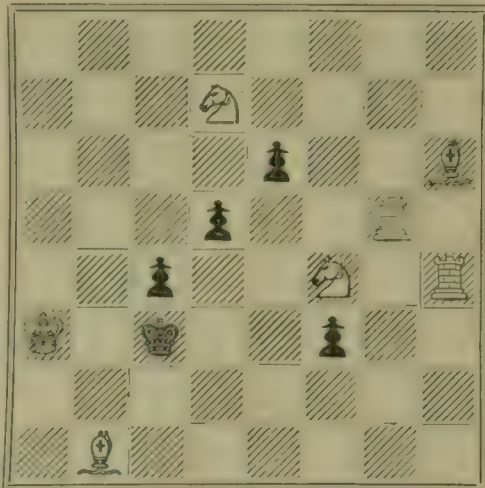
JULIO MOND (Seville).—You are to be congratulated on your success with Mr. Campbell's problem. It was, however, worth trying for, was it not?

JOHN HANNAN (Newburgh, N.Y.).—You are quite right on both points, as you will have seen by this time in our comments on the position.

J W SMEDLEY (Brooklyn, N.Y.).—Kindly note answer above.

PROBLEM No. 4012.—By REGINALD B. COOKE.

BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 4010.—By CARL G. BROWN.

WHITE
1. B to R 3rd
2. R takes Q (dis ch)
3. R to B sq, mate.

BLACK
P to B 8th (becomes Q, ch)
P to Q 3rd

If 1. — P to Q 3rd, 2. R to B 5th (ch), etc.; if 1. — Kt to K sq, 2. R to B 7th (dis ch), etc.; if 1. — Kt takes B, 2. R takes R (dis ch), etc.; and if 1. — R to K sq, 2. R takes Kt (dis ch), etc.

The key-move of this problem is rather too forcible, otherwise the play of the White Rook to circumvent Black's defences is skillfully worked out, and has attracted the favourable criticism of several of our solvers.

CORRECT SOLUTIONS OF PROBLEM No. 4007 received from R Thomson (El Paso, Texas); of No. 4008 from B C Dastoor (Fort Bombay); of No. 4009 from R B Cooke (Portland, Maine), J W Smedley (Brooklyn, N.Y.), R H Kerruish (St. Louis, Mo.), and V G Walrond

(Haslingden); of No. 4010 from C B Bunce (Chelsea), E Pinkney (Driffield), Julio Mond (Seville), J W Smedley (Brooklyn, N.Y.), and Senex (Darwen); and of No. 4011 from C F Duntun (Mill Hill), G Stillingfleet Johnson (Cobham), J T Bridge (Colchester), H Burgess (St. Leonards-on-Sea), J Hunter (Leicester), S Caldwell (Hove), J P S (Cricklewood), L W Cafferata (Farndon), A Edmeston (Worsley), E G B Barlow (Bournemouth), R P Nicholson (Crayke), H W Satow (Bangor), W C D Smith (Northampton), and C B S (Canterbury).

Next week's issue of *The Illustrated London News* will contain a pictorial review of many of the most interesting exhibits at the Olympia Motor Show. The increasing attention aroused every year by this Exhibition justifies us in devoting extensive space to it. It is said that 1928 will be an owner-drivers' year, and the many thousands of owner-drivers who read *The Illustrated London News* will find in next week's number much that will be of peculiar interest to them, together with some observations which we hope may be of assistance.

The London and North Eastern Railway have just issued a second edition of their "Flying Scotsman" book, brought up to date, telling in an interesting way the life story of this famous train, which for over sixty-five years has left King's Cross at 10 a.m. The book is well illustrated, many of the pictures being of historical interest, and is on sale at L.N.E.R. stations and offices, or at railway bookstalls, at 1s. per copy.

Kandersteg has been a winter-sports centre since the year 1903. Its altitude and its sheltered position, with the prevailing excellent ice and snow conditions, are qualities which combine to make it eminently suitable for winter sports, and have always attracted a large number of sportsmen as regular visitors. Well-kept ice-rinks, several toboggan-runs, and two interesting bob-runs offer endless opportunity to the indefatigable winter-sportsman. The ski novice has suitable slopes near at hand on which to practise, while for the experienced ski-runner there is a wide choice of interesting ski-tours. Kandersteg station lies on the international electric railway, Berne-Loetschberg-Simplon, through which it is in direct communication with all the principal European railways.

ANSWERS TO CORRESPONDENTS:

H E McFARLAND (St. Louis, Mo.).—Both your last communications make a strong appeal to our feelings, written as they are so unconscious of the disaster that was to overwhelm your beautiful city. May we hope you and your circle of chess friends have escaped with a minimum of injury or loss?

R THOMSON (El Paso, Texas). Your solution of No. 4007 is quite correct, but what you propose for No. 4008 is met by 1. — R takes R. You must try again with Mr. Campbell's problem. In the other matters we will do what we can to help you.

SENEX (Darwen).—Your criticism of No. 4011 is quite sound, but you have played the White Kt to the wrong square.

A G HEATON (West Palm Beach, Florida).—In the solution you offer for No. 4008 the defence of 1. — R takes R is not met by 2. Kt to B 6th (ch) on account of 2. — K takes B P. As regards your own two-mover, while it shows distinct constructive skill, there is nothing in the play to compensate for Black's very circumscribed defence. Besides, there is a serious dual mate to any move of Black's King.

R H KERRUISH (St. Louis, Mo.).—The solution you send of No. 4009, although, unfortunately, not the author's, is quite correct, and you

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P. Ravon, M. Prop.

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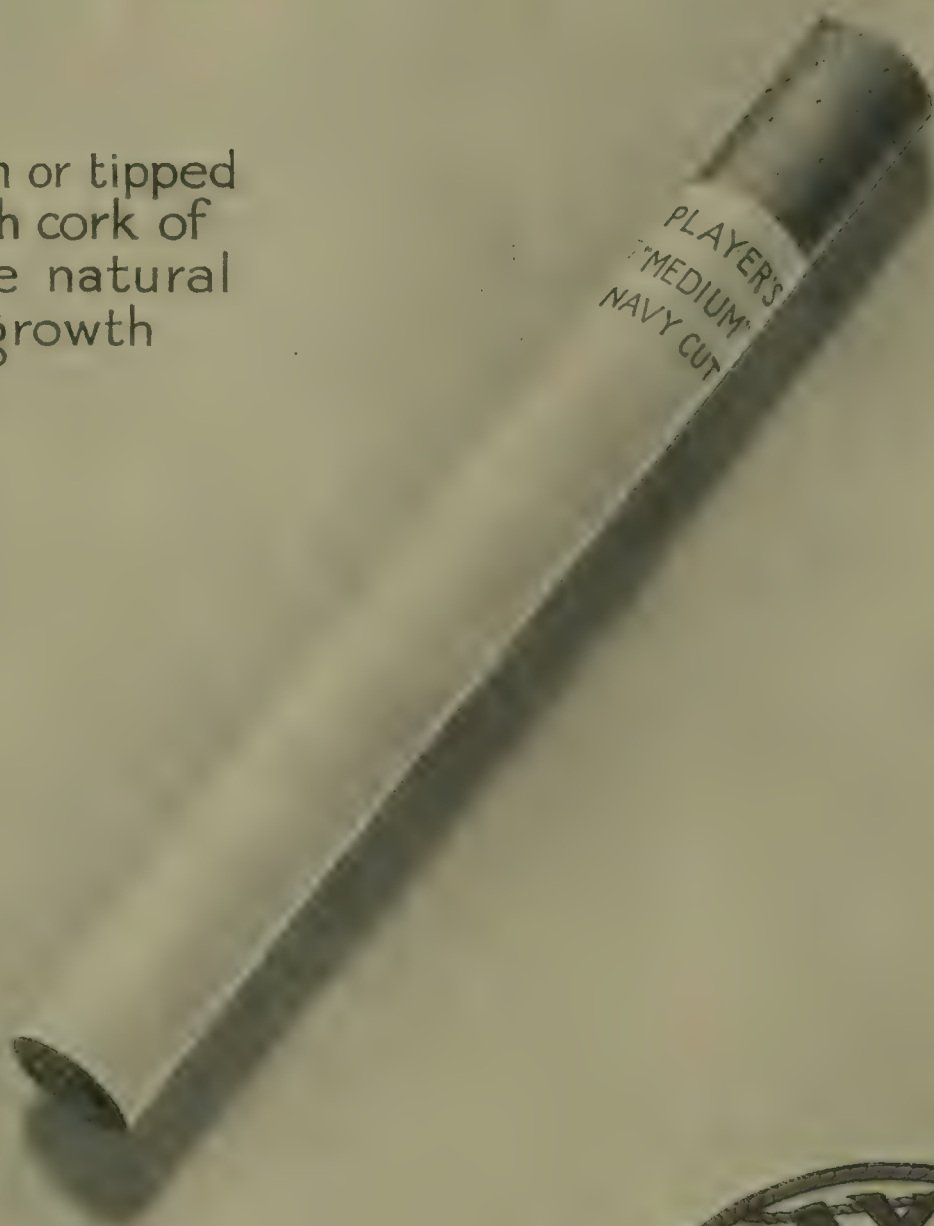
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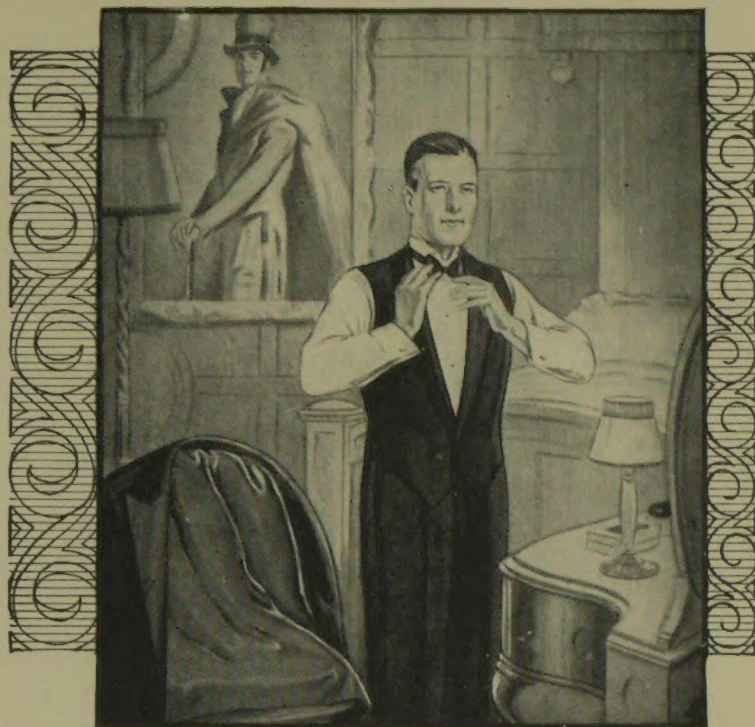
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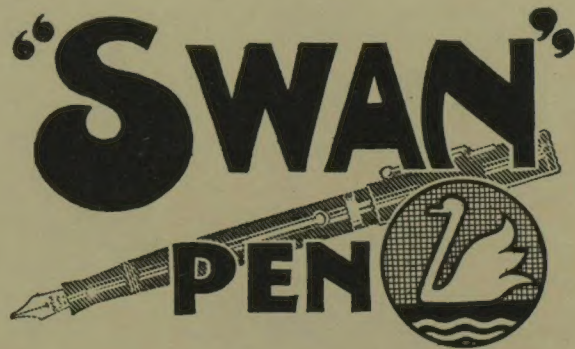
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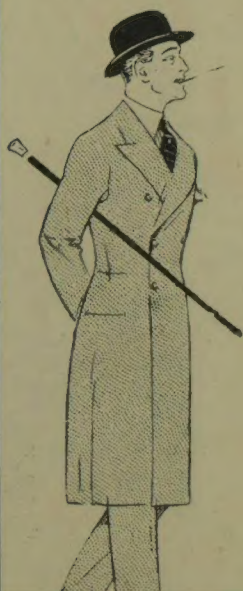
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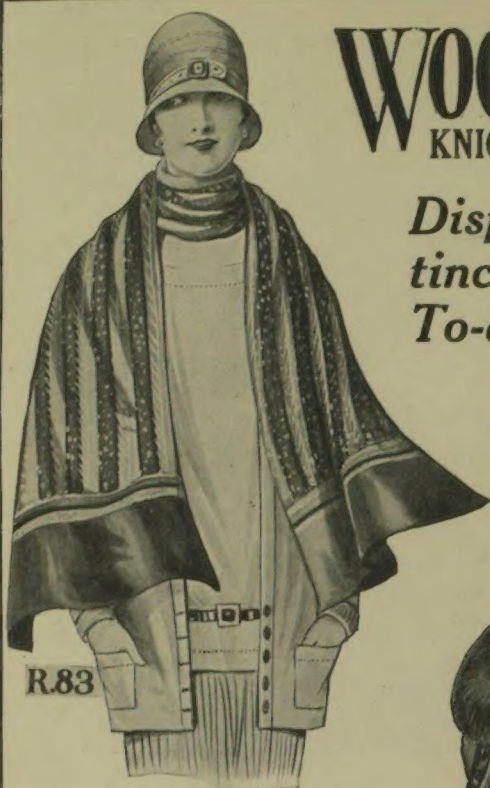


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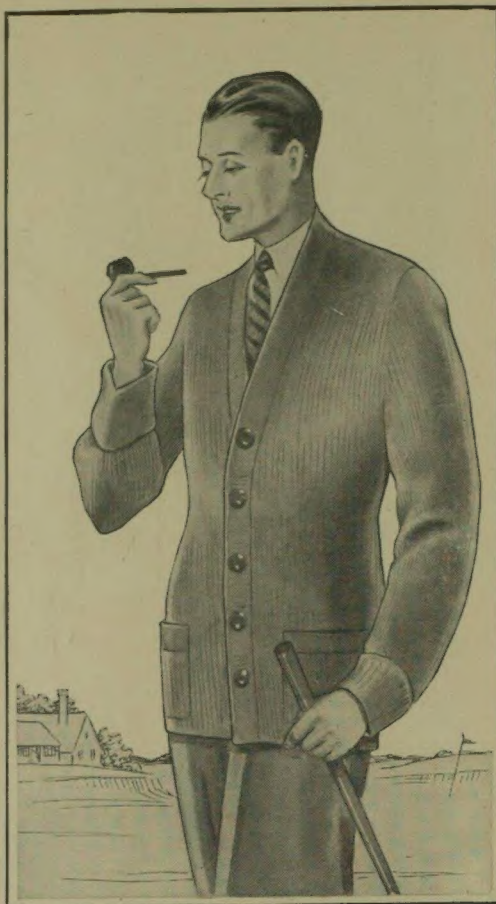
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